

AUSTRIAN EMPEROR'S REAPPEARANCE.

Attempted Coup d'Etat Fails.

(Reuter's Service.)

Buda Pest, March 30.

Opposition by troops at Steinamanger and a strong contingent of the Buda Pest Garrison foiled Emperor Karl's attempt at a coup d'etat.

Karl first appeared at Steinamanger, where General Lehar refused to help. Karl and two friends then proceeded to Buda Pest and asked the Regent to hand over power, but Admiral Horthy refused and induced Karl to promise to return to Switzerland. Karl left, accompanied by M. Teleki, the Hungarian Premier but stopped on the plea of illness at Steinamanger, where he remains.

The British, French and Italian Commissioners in Hungary conferred here yesterday, after which the British Commissioner called on Admiral Horthy, whom he reminded of the decision of the Allies to oppose the restoration of the Hapsburgs.

Will Switzerland Allow Him Back?

London, March 30.

Karl's bid for the Crown of Hungary has surprised the papers, which were forgetful of the fact that an Easter coup d'etat was plotted weeks ago, as cabled on February 6 and February 9. Details of his dash from Switzerland are lacking, but British official telegrams confirm the chilliness of his reception at Buda Pest and state that his following in Hungary is very small, apparently being confined to the military clique.

Karl is now militarily guarded at Steinamanger, awaiting an opportunity to return to exile in Switzerland, but it remains to be seen whether Switzerland will take back the violator of her asylum.

It is authoritatively declared that the British Government will not tolerate the restoration of the Monarchy, which, besides internal complications, would provoke conflict in Central Europe, as a restored Monarchy would pursue a policy of annexation, awakening concerted opposition by adjoining States.

A Rome message says the Allied Governments, in exchanging Notes, resolved on a speedy settlement and completely agreed as to the impossibility of allowing a restoration of the Hapsburgs. Though Buda Pest telegrams are reassuring, it is recalled that Admiral Horthy recently spoke to a French interviewer in favour of restoration.

Departure Unknown to Swiss Authorities.

Berne, March 30.

The arrival of the ex-Emperor Karl at Budapest has created surprise at the Federal Palace, as his departure from Switzerland was unknown. It is pointed out that no passport was needed, as Karl was not obliged to notify his departure, as in the case of King Constantine, but was bound to abstain from political propaganda on Swiss territory. The Federal Council reserves its rights as regards measures to be taken in the event of Karl returning to Switzerland.

Position of Czechoslovakian and Jugo-Slovakian Governments.

Paris, March 30.

The Temps recalls an agreement between the Czechoslovakian and the Jugo-Slovakian Governments that the advent to power of a member of the house of Hapsburg would constitute a *casus belli*, and says that their neighbours, Austria and Hungary, must now claim guarantees for the future, declaring that France will stand by their side.

THE BOAT-RACE.

A Win for Cambridge.

London, March 30.

Cambridge won the Boat-Race.

A Race all the Way.

London, March 30.

The Varsity Boat Race was held to-day in fine weather in the presence of an enormous crowd. There was a light south-westerly breeze, but the water was smooth. Oxford won the toss and chose the Surrey side. The race started at 5.14 p.m., Cambridge striking 35 and Oxford 35 in the first minute. At the Duke's Head the crews were level. At Beverley Brook, Cambridge led by half a length, which they increased to a length at Craven Steps and to a length and a quarter at Crabtree Islet. With a fine spurt, Oxford led by a quarter length passing Harrod's, but at Hammersmith Bridge Cambridge were again in front.

Oxford were rowing 36 strokes per minute, Cambridge 35. At the Lead Mills, Oxford led by a quarter of a length, increasing this to a third of a length. Two miles along the Mall, Oxford were half a length ahead, and round the bend a length. At this point Oxford were striking 31 and Cambridge 29. When three miles had been covered Oxford were half a length ahead and were striking 35 to 34. Both crews were rowing splendidly. Oxford still led by half a length at Barnes Bridge where the time was 16 m. 22 sec.; but at the White Hart the crews were level. Cambridge were a quarter of a length in front at Mortlake Brewery, and won a gruelling race by a length. Time:—19 min. 44 sec.

THE CHINESE FAMINE.

English Publicist's Preventive Proposals.

London, March 30.

Writing in the Asiatic Review, Mr. J. P. Donovan, Honorary Secretary of the China Famine Relief Fund, suggests reforms with a view to lessening, if not preventing, such loss of life as has resulted from the present great famine in China. Mr. Donovan urges the multiplication and Government support of institutions such as the College of Agriculture and Forestry connected with the University of Nanking, and points out that planting trees in the Northern provinces of China would not only improve the rainfall, but in time the forests would become a source of revenue to the State and a means of productive income for the people. Mr. Donovan also hopes that under the Republic leaders of the Chinese people will make an effort to abolish "fundamental errors of the social system, which make famine absolutely inevitable—namely—polygamy, the marriage of minors, and excessive birth-rate."

OXFORD WIN GOLF.

London, March 30.

At Hoylake, in the inter-Varsity golf contest Oxford beat Cambridge by 13 to 5 in the matches, by 4 to 1 in the fourfours, and 2 to 0 in the singles.

ANOTHER COAL MINING CRISIS.

Decision to Withdraw Workers.

(Reuter's Service.)

London, March 30.

The Miners' Federation has informed Sir Robert Horne, President of the Board of Trade, that it has decided to withdraw all workers, including pumpmen and enginemen, at midnight on March 31st.

The Men's Demands.

London, March 30.

The Executive of the Miners' Federation interviewed Sir Robert Horne at the Board of Trade and demanded that the State continue to subsidise the industry and thus enable the payment of higher wages than at present permissible.

Sir Robert replied that this was impossible. Most other great industries were in a worse position than the coal industry and their workers were not only unable to get previous rates of wages but were unable to get employment. Therefore it was impossible to tax other already crippled industries to provide a subsidy for the coal trade.

The deputation then stated that the Federation had decided to withdraw all workers from the pits, including pumpmen and enginemen, at midnight on March 31st.

Sir Robert Horne declined to believe that miners would allow the mines to be flooded and thus lose their means of livelihood. He appealed to them to reconsider the effect that such action would have on themselves and the whole country.

The Executive meets again to-morrow.

ALLIED PROTEST TO GERMANY.

Alleged Failure to Disarm.

Berlin, March 30.

The Inter-Allied Military Commission handed a Note to Germany on March 18, pointing out that disarmament had not been completed, especially as regards machine-guns, as the number available for training purposes still equalled the number surrendered; also that a great mass of weapons had been taken to pieces and classed as spare parts, the total value of which was over a milliard marks, while quantities of automatic pistols, grenade-throwers, and artillery at Kuestrin, Koenigsberg, Loetzen, Pillau, Marienburg, etc., had not been delivered.

The Note requests that the omissions be remedied by March 31 and points out that the provisions of the Paris Note of January 29 as regards manufactures had not been met.

Germany replied on March 26, declaring that the Reichswehr had only the quantities of guns, bomb-throwers and machine-guns laid down by Article 164 of the Treaty and the Spa Protocol.

Germany furthermore claims that the Treaty does not prescribe the numbers for other armaments, and that the possessions do not exceed the requirements of an Army of 100,000, claiming that training weapons could not be reckoned as weapons in sense of the Treaty, as they had been made unserviceable. The reply denies the statement as regards the weapons taken to pieces, declaring that a further surrender of guns from the eastern fortresses is impossible in the present conditions. Therefore Germany has a Treaty right to the retention thereof, while as regards coastal works the delivery of the whole material is now progressing. The reply finally urges that Germany has not infringed any of the disarmament provisions of the Treaty and is ready to submit the points of difference to an impartial court of Arbitration.

COMMUNIST OUTBREAKS IN GERMANY.

A Recrudescence of Fighting.

Berlin, March 30.

The Communist revolt, which was yesterday regarded as collapsing, is now flickering up at various points. The district between Leipzig and Halle is the chief zone of Communist operations in Mid-Germany. The train service in both towns is suspended.

Bands defeated in the Mansfeld district concentrated in a strong position at Groebbers and repulsed a storming attack by the Police, who lost two killed and ten wounded.

Trouble has broken out at Jena, where the Communists have compelled a practical cessation of work.

The Communists lost fifty killed and many prisoners in a severe fight which ended in the Police capturing the town of Gabelsberg in the district of Duesseldorf. The Police killed three and wounded five civilians in a fight at Mannheim.

INTERNATIONAL TRANSIT AND COMMUNICATIONS.

Convention Accords Freedom of Transit.

Barcelona, March 30.

The International Transit and Communications conference is expected to rise on April 10. Among the work accomplished the Conference constituted an advisory committee, which at the headquarters of the League of Nations will form a permanent liaison organisation of jurisprudence similar to the International Labour Bureau. The Conference has included in the text of the Convention a clause according freedom of transit, while respecting the sovereignty of States and providing for contingencies like war.

ALLIED OCCUPATION OF GERMANY.

Protest to League of Nations.

London, March 30.

According to the Petit Parisien, Germany has sent the League of Nations a new Note protesting against the Allied penalties. It alleges that the Allies have extended the occupation to include, *inter alia*, stations at Mulheim, Speldorf, and Oberhausen and apparently contemplate a further extension. It protests that this is contrary to right and justice and requests that the procedure with regard to conciliation, provided for in Articles 12 to 17 of the Covenant of the League, should be extended to the new measures by the Allies.

NEW FRENCH CUSTOMS TARIFF REQUIRED.

Paris, March 30.

It is understood that the Government will shortly be introducing a revised Customs tariff, which experts claim will furnish a wall against all imports except foodstuffs and necessaries for production.

U.S. DEMAND ON MEXICO.

(Reuter's Service.)

Washington, March 31.

The State Department has demanded of the Mexican Government the apprehension and punishment of the murderers of three American citizens recently killed in Mexico.

TO-DAY'S CHINESE TELEGRAMS.

Peking, March 30.

Owing to unfounded rumours having become numerous the Premier has suggested to the Minister of Communications the censoring of telegrams and the prohibition of private codes.

The President is preparing to issue an order prohibiting gambling in Peking.

Shanghai, March 30.

It is stated that owing to Liang Shi-ye's inability to form a Cabinet, Chin Wun pang's Ministry will remain in power.

(Other Telegrams on Page 3.)

HARBOUR BRIDGE.

Advocated Twenty Years Ago.

A newcomer to Hongkong, who has resided in the Colony for only a few months and who is interested in the development of the harbour, writes enquiring how long the question of erecting a bridge across the harbour has been before the public, and whether we can give him any ideas as to the nature of the project.

The reply is that the matter has been raised many times within the past twenty years or more. In 1901, the then Harbour Master (Commander Ramsey) advocated such a bridge and in the following year he again urged its provision, contending that instead of carrying out extensive reclamation schemes on the island, Kowloon and the New Territories should be utilised and developed, a course which could not be thoroughly carried out until communication had been made easy. He estimated the cost of a bridge at nine million dollars, and proposed that passengers using it should pay a toll of five cents, except in the case of coolies, who should pay one cent. This, he estimated, would produce \$180,000 annually, which would be two per cent. of the estimated cost of the bridge.

In addition, he suggested a toll on vehicles, animals, etc. He added that a tunnel beneath the harbour had been suggested, but that whilst this would no doubt offer some advantages not possessed in his scheme, after consideration he favoured a bridge. The Telegraph, in an editorial on the subject, remarked that with the success of the Hooghly bridge connecting Howrah with Calcutta, there was no valid reason why a Hongkong-Kowloon bridge should not be a remunerative undertaking.

In those days, as now, opinions varied as to the best means of linking up Hongkong and Kowloon, and in the Telegraph of May 29, 1903, a correspondent suggested a suspension bridge 180 feet above high water and only 2,450 feet in length (or less than half the length of the suggested harbour bridge) across Lyeemun Pass. The writer pointed out that with the promise (since fulfilled) of the electric tramway to Shaikwan it would be possible to pass over the suspension bridge and by continuing the rails seven miles round to Kowloon Bay, Kowloon Observatory could be reached, while as the development of Kowloon permitted, a tunnel could be made under the harbour to complete the circuit. It was pointed out by the writer that it would be ten miles by this road from Kowloon to Victoria, or half an hour's ride in a tramcar, which was just as quick as people could then go to Kowloon docks or Yau-mat by ferry and ricksha.

Since those days, the provision of a bridge has been several times advocated, another idea being a causeway across the harbour, with a swing bridge to the centre. It is possible that Sir Maurice Fitzmaurice, who has recently been investigating the development of the harbour, will deal with this question in his forthcoming report.

"UNCLE KIN."

Production of a Chinese Play.

A well-known Chinese business man, Mr. R. H. Kotewall, has revealed himself in a hitherto unsuspected light, that of a playwright. In his first venture he has met with gratifying success. The object served by this new departure (raising Famine Relief funds) is commendable, but, apart from the receptive frame of mind which the large audience was prepared to accord the play, the presentation of "Uncle Kin" at the Theatre Royal last night sustained itself on its own merits and marked out the producer as a writer of no little ability.

A typical Chinese play to its aim to draw a fine distinction in the code of moral etiquette, its character is as grave as the deportment of "Uncle Kin" himself who wears a moustache and the conventional pair of smoked spectacles, but does not despise the additional distinction which a goat's beard (so the Chinese literal meaning defines it) infuses to his general appearance in his endeavour to preserve his identity unsuspected by his two nephews. Uncle Kin, it may be mentioned in introduction, is childish, and in order to ensure that the wealth which he had accumulated by the sweat of his brow be in the right hands when he is called to his ancestors, decides to visit his two nephews in disguise. Aided by a friend, who had hitherto sent a bogus telegram announcing his death, and by the fact that his personality is more or less unknown to them in the sixteen years of his absence from his native city, Uncle Kin has no difficulty in installing himself in his nephews' household and from that vantage point is able to make his own observations on the characters of his two relatives. These are shown by the author to be as opposed to each other as the poles are asunder, for while one displays avarice, truculence and heartlessness, the other reveals the opposite to all these vices, which contrast gives the audience the right guess at the eventual choice by the old man of the inheritor of his riches. The little love romance that is introduced into the play brings another aspect of Chinese family relations into the arena, whilst indicative of the fact that the author is not devoid of humour were the droll sayings which he credited to his characters. They bring a welcome relief to the imposing character of the story, which, for the European part of the audience, holds forth many points of interest in its presentation of Chinese domestic life.

Of the many striking personalities that appear on the stage, that assumed by Miss Esther Kowall as "Uncle Kin" was extremely clever, and reflects the greatest credit on this young lady, whose fine handling of her part was much commented upon. No less noteworthy was Miss Leung Shan-yung's characterisation of the older nephew. In the long silk coat of respectful ability and wearing a pair of spectacles and handling a pair of Chinese pipes, she gave the Chinese country style a convincing touch. At the same time, she

Several concert items were given by local amateurs in the first half of the performance. Amongst the contributions, Madame Lottie Fung, Florence Cameron, Miss Williams and Miss Leung Shan-yung's characterisation of the older nephew. In the long silk coat of respectful ability and wearing a pair of spectacles and handling a pair of Chinese pipes, she gave the Chinese country style a convincing touch. At the same time, she

HUNGARY'S REGENT.

Admiral Horthy, who has refused to hand over power to ex-Emperor Karl.

News in To-day's New Advertisements.

The early morning express from Kowloon on April 1, 2, 3 and 4 will not carry local passengers owing to the Ching Ming festival. —Page 4.

The Bandman Opera Company opens its season here to-night with "Bran Pie". —Page 4.

A very attractive programme is advertised by the Coronet Theatre. —Page 12.

Twenty-five bales of gunny bags are being auctioned by Lamont Bros. on Thursday next. —Page 4.

A quantity of miscellaneous goods are being sold by Lamont Bros. at the Kowloon Godowns on Thursday next. —Page 4.

The Hongkong Hotel Garage has acquired the business and premises of the Russell Street Garage. —Page 4.

Consignees of cargo by the Kamo Maru from Europe should consult the notice on Page 4.

To-Day's Exchange.

The closing rate of the dollar, on demand, to-day was 2s. 4½d.

The Weather.

2 p.m. Barometer:—29.97. Temperature:—69. Humidity:—69.

Lighting-Up Time.

Lighting-up time to-day is 6.33 p.m.

Miss Choi Wing Kow, as the younger nephew, are other live characters in the play. The good-for-nothing opium smoker, with a penchant for quoting from the classics to bolster up his own arguments, has in Miss Leung Shan King an able impersonator. Miss Wei Kam nam supplied some humorous moments for the audience with her interpretation of the distrustful and gossipy nurse, who is wholly devoted to her ward. The other parts were ably sustained by the Shaikwan College girls who comprised the cast.

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THE FORGERY
CHARGE.European's Evidence
Questioned.

At the Magistracy yesterday afternoon the hearing was concluded of the case in which Shum Lai-sang is charged with uttering a forged money deposit receipt for \$5,000, said to have been issued by the Holland Pacific Trading Company, Ltd., with intent to defraud Mr J. H. van Geunen Luhrs; and with attempting to obtain \$4,650.65 from the firm by false pretences.

Mr D. H. Blake appeared for the prosecution and Mr A. E. Crew for the defence.

Re-examined by Mr Blake, Mr Luhrs said the authorised capital of the Holland Pacific Trading Company, Ltd., was 1,000,000 guilders. The issued capital was 315,000 guilders. If he had to pay an account of \$5,000, he could have easily settled it.

Mr Luhrs pointed out alterations in the dates of shipments of goods to Macao recorded in a small book produced by defendant's solicitor. Answering Mr Blake, Mr Luhrs suggested that the alterations might have been made by defendant in order to strengthen his assertion that he received the forged receipt from witness on the 20th.

Mr A. J. Bainbridge, an assistant in Mr Luhrs' employ, gave corroborative evidence. He said the liquor licence of the Holland Pacific Trading Co., was transferred to the Kowloon Store. He had never heard of a deposit of \$5,000 having been made by defendant with Mr Luhrs for goods, nor had he heard defendant mention it. Mr Luhrs often pressed defendant to settle accounts due by the Kowloon Store. One morning in the early part of October he had occasion to enter Mr Luhrs' office. Defendant was there. He saw Mr Luhrs signing blank contract forms. Defendant was holding several contract forms. An order was given to witness to send wine to the Kowloon Store. Defendant told witness that his partners of the Kowloon Store had not treated him fairly and that he wanted to dissolve the partnership.

Examined by Mr Crew, Mr Bainbridge said he would have given signed contract forms, similar to those produced, to any man if he trusted him, up to the amount of goods to which he could commit his firm.

Mr Crew: I put it to you that what you said about having occasion to enter Mr Luhrs' office and seeing him sign contract forms, was pure imagination?

Mr Bainbridge: I believe my eyes. I said what I saw. I didn't come here to tell a pack of lies.

Mr Crew said his client was the son of one of the oldest proprietors of Jardine's and a member of a respectable and well-to-do family.

Mr Bainbridge denied knowledge of defendant's private affairs.

Mr Crew: Having put these facts to you can you suggest any reason why defendant should have attempted to blackmail Mr Luhrs?

Mr Bainbridge: To get some ready cash.

Mr Crew: A poor chance, eh? Receiving no answer, Mr Crew asked, Unless he is fit for a lunatic asylum no man would have presented a document for money which is palpably forged?—It is for the court to decide.

Perhaps it is lunacy?—I don't know. I would not like to change places with defendant. (Laughter)

With reference to dates in the defendant's account book, already referred to, which did not correspond with those in the book of Mr Luhrs, Mr Bainbridge said he believed the dates of his office book were correct.

Mr Crew intimated that he could prove the accuracy of defendant's dates by reference to the book of the Harbour Office and the shipping companies concerned.

A Chinese constable gave evidence of arrest, which was made on the instruction of Mr Luhrs.

Answering Mr Crew, the constable said he knew nothing of the facts of the case when he arrested defendant.

The Magistrate (Mr Lindsell): What right had you to arrest him then?

Constable: Mr Luhrs told me to arrest him.

Mr Lindsell: He is not a Police officer. How long have you been in the force?—Over four years.

Don't you know that you cannot arrest a person unless there is a specified charge against him?

The constable did not answer.

Mr Lindsell pressed for an answer and the constable then said that a Chinese, who was with Mr Luhrs, told him that defendant was to be charged with fraud.

At the conclusion of the evidence, Mr Crew submitted that no case

had been established for him to answer. If His Worship intimated that there was a *prima facie* case he would reserve his defence. Unless defendant was fit for the lunatic asylum, continued Mr Crew, it was perfectly inconceivable that he should have committed the offence as stated by Mr Luhrs. If his Worship did not believe Mr Luhrs' evidence, then no case had been made out. If fifty witnesses went into the witness-box and all gave grossly untrue evidence, as he (Mr Crew) had no hesitation in saying Mr Luhrs had done, if his Worship did not believe one of them, defendant should be discharged. In this case his Worship could not believe the evidence, the improbabilities being so enormously in defendant's favour. It was simply a case of defendant putting his head into a noose for no reason. A great difficulty, which the prosecution had been up against throughout the proceedings, was an explanation of the signature of Mr Luhrs on the alleged forged receipt which was admitted to be genuine, and in order to get out of that the prosecution made up a preposterous story which would have been laughed at by any commercial jury—the story of handing out signed contract forms to a Chinese with whom the Holland Pacific Trading Company had dealt for two months and who, Mr Luhrs knew, had lost all his money in smuggling gold coins on the s.s. Kwaisang.

After criticising Mr Luhrs' evidence as regards the explanation of the difference of business transactions done with the Kowloon Store and with people in Macao through the Kowloon Store, Mr Crew said Mr Luhrs was the most unsatisfactory European witness he had ever met in Court. Mr Luhrs constantly changed his version. Mr Crew said that though he did not suggest Mr Bainbridge wilfully gave incorrect evidence, he thought Mr Bainbridge might have been influenced by his relations with Mr Luhrs at the latter's instance.

Mr Lindsell asked Mr Blake whether he desired to address him. He would like to adjourn the case for a few days to consider whether he would commit defendant.

Mr Blake said that one or other of the parties in the case must have been a lunatic or have committed gross perjury. Mr Luhrs was a substantial citizen, owning a prosperous business firm. Mr Luhrs' bank book would show that had been called upon to pay a \$5,000 account in February he had ample funds to do it.

Mr Blake then referred to Mr Luhrs' evidence as regards the curious features of the receipt in question. If the paper had been torn from a pad, said Mr Blake, it was not likely that they would find the signature of Mr Luhrs and the name of the Holland Trading Company in the positions in which they were on the receipt. As regards Mr Luhrs' evidence, it must be said that not being a Britisher, Mr Luhrs was naturally cautious in his answers to the questions of such a skillful examiner as Mr Crew.

Mr Lindsell agreed that Mr Luhrs was undoubtedly at a disadvantage.

Mr Blake said that Mr Luhrs in his evidence told the Court that the books were kept by Mr Naef, who had left the Colony to join another firm.

Mr Crew interposed that when Mr Luhrs charged a man who was liable to get seven years imprisonment, he should have brought Mr Naef to give evidence.

Mr Lindsell said that Mr Luhrs could not hold a man who wanted to leave.

Mr Crew: The prosecution could have subpoenaed him.

Continuing, Mr Blake said that as great importance was attached by his friend to the shop on the receipt, which Mr Luhrs said was only used on old books, he would like to draw his Worship's attention to the fact that of eighteen receipts produced, only one bore the shop which appeared on the alleged

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FANLING GOLF.

Results of Easter
Competitions.

Despite the miserable weather prevailing during the Easter holidays, quite a large number of enthusiastic golfers visited Fanling and participated in several interesting competitions arranged by the Royal Hongkong Golf Club. Some keen play and close finishes were witnessed. The results were made known yesterday.

Running Bogey Pool: Won by H. D. Hilliard.—2 up.

Tombstone Competition: Won by A. B. Stewart on 19th green.

Mixed Foursome: Won by Mrs. Drew and Lt. Comdr. Halliley 93-5-82.

forged receipt. The evidence of Mr Merritt on behalf of the defendant was not altogether satisfactory. He said that there was trouble on his ship as regards gold coins, in the comptroller's department, and he left it at that.

Mr Crew remarked that that was not a fair summary of Mr Merritt's evidence.

Mr Blake said that Mr Bainbridge had given his evidence extremely well. He was a man who was obviously speaking the truth. A *prima facie* case had been made out. The \$5,000 deposit money was first brought to the knowledge of Mr Luhrs when he received the letter from Messrs Hastings and Hastings. It was curious that defendant had not mentioned it to Mr Bainbridge, with whom he often had conversations and that when he was pressed to pay his account only two or three days before he sent the letter per Messrs Hastings and Hastings he did not remind Mr Luhrs of the \$5,000 deposit money.

Mr Lindsell adjourned the case until Saturday morning.

NEW T. K. K. LINER.

Cap Finisterre Under New
Name.

Telegraphic advice has been received from the Head Office of the Toyo Kisen Kaisha that the ex-German liner Cap Finisterre has been turned over to the T.K.K., and will be operated on the San Francisco Line.

This steamer has been renamed the s.s. Taiyo Maru, and will sail from Hongkong on May 25th, taking the place of the Korea Maru, which steamer will be laid off for extensive boiler repairs.

The s.s. Taiyo Maru has a displacement tonnage of 22,000 tons, and has passenger accommodation for 418 first class, 102 second class, 120 special steerage, and 838 steerage. This steamer has luxurious passenger accommodation, there being six passenger decks, dining room with seating capacity for 820, winter garden, verandah cafe, porcelain swimming baths on shade deck and promenade deck, elevator, etc. etc. and will offer passengers comfort and service unsurpassed on the Pacific.

CANTON REGATTA.

Hongkong Competitors.

The following have been chosen to represent the V.R.O. in the Regatta at Canton to be held on Saturday:—

Senior Four: A. Wank (bow), F. Merriman (2), F. Bury (3), H. Dreyer (stroke).

Junior Four: G. May (bow), G. Tiran (2), J. Berntsen (3), T. Claridge (stroke).

Senior Pair: F. Berg and H. Dreyer.

Junior Pair: G. Tiran and H. Dreyer.

W. A. Carroll has been appointed to be in all the events.

NOTICE.



**Is there a
Victrola in your nursery?**
In the modern home a Victrola is as necessary for the child as toys, books or dolls.
Modern education teaches a child by means of play.
Let your child have a Victrola, but be sure it is a real VICTROLA so that the little one may learn the BEST music.
Victrolas IV and VI are ideal instruments for children.
Call on us and ask to hear our large selection of children's records.

MOUTRIE'S
SOLE AGENTS.
Chater Road.

**JUST ARRIVED:
BRASS AND WIRE METAL
BEDSTEADS
HOP CHEONG**

Complete House Furnishers.
Manufacturers & Exporters of High Grade Furniture.
Telephone No. 451. 5a, Queen's Road Central.



HALL'S DISTEMPER

THE KING OF WATER PAINTS

Its Sanitary, washable, and high disinfecting qualities make it the ideal wall covering for your home or office.

Handled by all Contractors and Painters.
Write for our Brochure "How to decorate your home" to

WILLIAM C. JACK & CO., LTD.
Sole Agents
Hongkong & South China.

**JUST ARRIVED
THE EVER-READY
FIRST AID AMBULANCE CASE**



AT MODERATE PRICE

THE COLONIAL DISPENSARY
DISPENSING CHEMISTS.

14, Queen's Road Ctl. Telephone 1877.

**THE NEW GERMICIDE.
VAPOLINE INHALANT**

A few drops of this wonderful Essence sprinkled on the Handkerchief and inhaled, Cures Colds, Banishes Headaches, Hay Fever, etc.

VAPOLINE INHALANT possesses one unique feature—on contact with the air it develops & gives off antiseptic Vapours which gradually gain in strength, hence it is very economical in use. One application giving protection for a whole day.

PRICE:—\$1.00 & \$1.75 per bottle.

QUEEN'S DISPENSARY

Te. 492 St. George's Building.

EARLIER TELEGRAMS.

THE IMPERIAL CONFERENCE.

London, March 30.

Sir James Allen, New Zealand High Commissioner, interviewed, said he saw no reason for uneasiness with regard to the Imperial Conference in June because he never contemplated that it will raise the question of political union with the United Kingdom or a scheme of Imperial federation, which has already been disposed of, but no harm and much good may result from discussing the common interests of the Empire, notably defence. He thought New Zealand opinion favoured the continuance of the Japanese Alliance, though the Japanese shipbuilding programme was not regarded favourably since it appeared intended to support an aggressive policy.

NEW POWERFUL AIRSHIP.

London, March 30.

According to the "Times" aeronautical correspondent, the Dutch airman A. Boerner has invented a new type of airship which, it is claimed, eliminates the danger of explosion and also does not need ballast, and is not subject to lose gas. Hydrogen in the envelope is separated from the atmosphere by a wall of nitrogen which, it is claimed, will extinguish the flames if the outer envelope catches fire. The airship is 950 feet long, of 6,400 horse power, can make a speed of 72 miles an hour on half power and will carry three hundred passengers.

THREE PROMINENT MINISTRIES DISAPPEAR.

London, March 30.

Three of the most prominent departments in the nation's most anxious days of the war, namely the Ministries for Food, Shipping and Munitions, cease to exist after to-morrow. Colossal activities have been necessitated by the prolonged period of winding up. Henceforth practically the only remaining control will be of railways, which terminates in August. The miners' crisis occasioned by the decontrol does not show signs of improvement. The men and owners in some districts are discussing the question of retaining a few essential men in the pits in the event of a stoppage on Friday. Hope at present centres on Sir Robert Horne's invitation to the miners' executive to meet him to-day to discuss the matter before taking irrevocable steps.

SHIPYARD STRIKE.

London, March 30.

There is still no promise of a settlement of the joiners' strike at the shipyards which began in November. A number of shipowners, no longer able to postpone repairs, are getting their work done abroad. Ten large liners including Cunarders, Canadian Pacific and White Stars are being required on the continent, while in order to execute a Chinese contract Yarrow's are having the cabin work of three steamers done at Shanghai. Several ex-German liners recently purchased are running without alterations, the notices and inscriptions on decks and in cabins being still in German.

CROWN PRINCE OF JAPAN.

London, March 30.

The Naval Commander-in-Chief at Portsmouth announces that the Crown Prince of Japan is due at Spithead on April 7th in the Japanese warships Katori and Kashima. Arrangements are being made for his reception and also a programme of entertainments for the crews of the two vessels, which will remain at Portsmouth during the Prince's visit.

BOMB EXPLOSION IN NEW YORK.

London, March 30.

A New York telegram states that ten were killed and many seriously injured in an explosion of a bomb in the so-called "bloody Nineteenth Ward," the Italian quarter of Chicago, where many Irish also reside and where there were recently many political faction fights.

GERMAN COAL.

Berlin, March 30.

A German Note to the Allies protests against their selling to other countries coal supplied by Germany at "enormous trouble" for reparations purposes without the German Government sharing in the profit of the sales. The Note says the sales are most extensive, notably to Holland.

CHINESE BANKING CONSORTIUM.

Washington, March 30.

Mr. Hughes, Secretary of State, has informed Messrs. J. P. Morgan and Company that the Government approves the principle embraced in the Chinese Banking Consortium.

WIRELESS CENSORSHIP.

Washington, March 30.

The Navy Department announces the removal of all censorship on the naval wireless station.

IRISH BARONET'S SON.

Vancouver, March 30.

Mr. Esmonde is due here to-day but will not be permitted to land. He will probably be sent Seattle.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

RUBBER PAYING.

Singapore, March 30.

The Municipality has voted five thousand dollars for experiment with rubber paying on the condition that no royalties are payable for municipal utilization of the Chief Engineer's patent.

F.M.S. GOLF.

Singapore, March 30.

Mr. Kyle of Kuala Lumpur beat Mr. Bell of Penang in the final of the Straits Golf Championship at Penang.

The winner was a semi-finalist in the English Amateur Championship in 1918.

MALAYAN CRICKET.

Singapore, March 30.

At cricket the Colony of Singapore beat the Federated Malay States by four wickets. The match was played at Penang.

EXPORTERS AND DEALERS.

Annual Meeting.

The annual meeting of the Association of Exporters and Dealers of Hongkong was held yesterday at 4 p.m. at the Chamber of Commerce Room, Chartered Bank Building. Mr. T. W. Hill (Chairman) presided, and with him were the following members of the General Committee—Messrs. B. Monteith Webb, P. V. Botelho, S. M. Churn, U. Ramjahn, A. W. van Andel, A. M. L. Soares, J. Robertson, and Mr. E. A. M. Williams (Secretary).

The following were also present: Messrs. Anderson, Meyer and Co., Ltd. (Mr. Faunell); Arnold Bros. and Co., Ltd. (Mr. B. Monteith Webb); Bradley and Co., Ltd. (Mr. T. W. Hill); Botelho Bros. (Mr. P. V. Botelho); H. A. Castro and Co. (Mr. H. Castro); Dodywell and Co., Ltd. (Mr. F. Syme Thomson); Donnelly and Whyte (Mr. D. E. Donnelly); Walter Ford and Co. (Mr. Arthur Samy); Gibb Livingstone and Co. (Mr. L. G. Davies); Gilman and Co., Ltd. (Mr. H. Symes); W. A. Hannibal and Co. (Mr. John Robertson); Hausmann, Kern and Co. (Mr. E. Hausmann); Holland China Trading Co. (Mr. A. W. van Andel); Hongkong Import and China Produce Export Co. (Mr. A. Ismail); W. G. Humphreys and Co. (Mr. T. R. Barton); Maxm and Co. (Mr. U. A. Remedios); Pittendrig, Rumjahn and Co., Ltd. (Mr. U. Rumjahn); Reiss and Co. (Mr. G. F. de Carvalho); J. M. da Rocha and Co. (Mr. J. M. da Rocha); David Sassoon and Co., Ltd. (Mr. E. Ezra); Shewan Tomes and Co. (Mr. W. J. Hawker); De Sousa and Co., Ltd. (Mr. F. M. d'A Remedios); Soares and Co. (Mr. A. M. L. Soares); Mr. P. P. Talati (Mr. M. P. Talati); Union Trading Co., Ltd. (Messrs. S. M. Churn and J. Barretto); Harry Wicking and Co. (Mr. S. Pinna).

The Secretary having read the notice convening the meeting, the Chairman said:

Gentlemen,—The Report and Accounts having been in your hands for some days, I will take them as read. The Accounts call for no particular comment.

The Committee has undergone many changes and of the new members, we specially welcome Messrs. Soares and Botelho whose advice on technical and other matters has been of great value.

We regret to record the death of Mr. Leung Fai Nam, an old member of the Committee, whose place it will be difficult to fill.

Membership.

Our numbers are maintained, and we are now composed of 56 European firms and three Chinese firms, and although, as your Chairman remarked at last year's meeting, this shows confidence on the part of the foreign firms in the value of the work done by the Association, we have still failed to convince our Chinese friends of the value of co-operation and mutual understanding between buyer and seller and a combined policy for the furtherance of and for facilitating the Export Trade of this Colony.

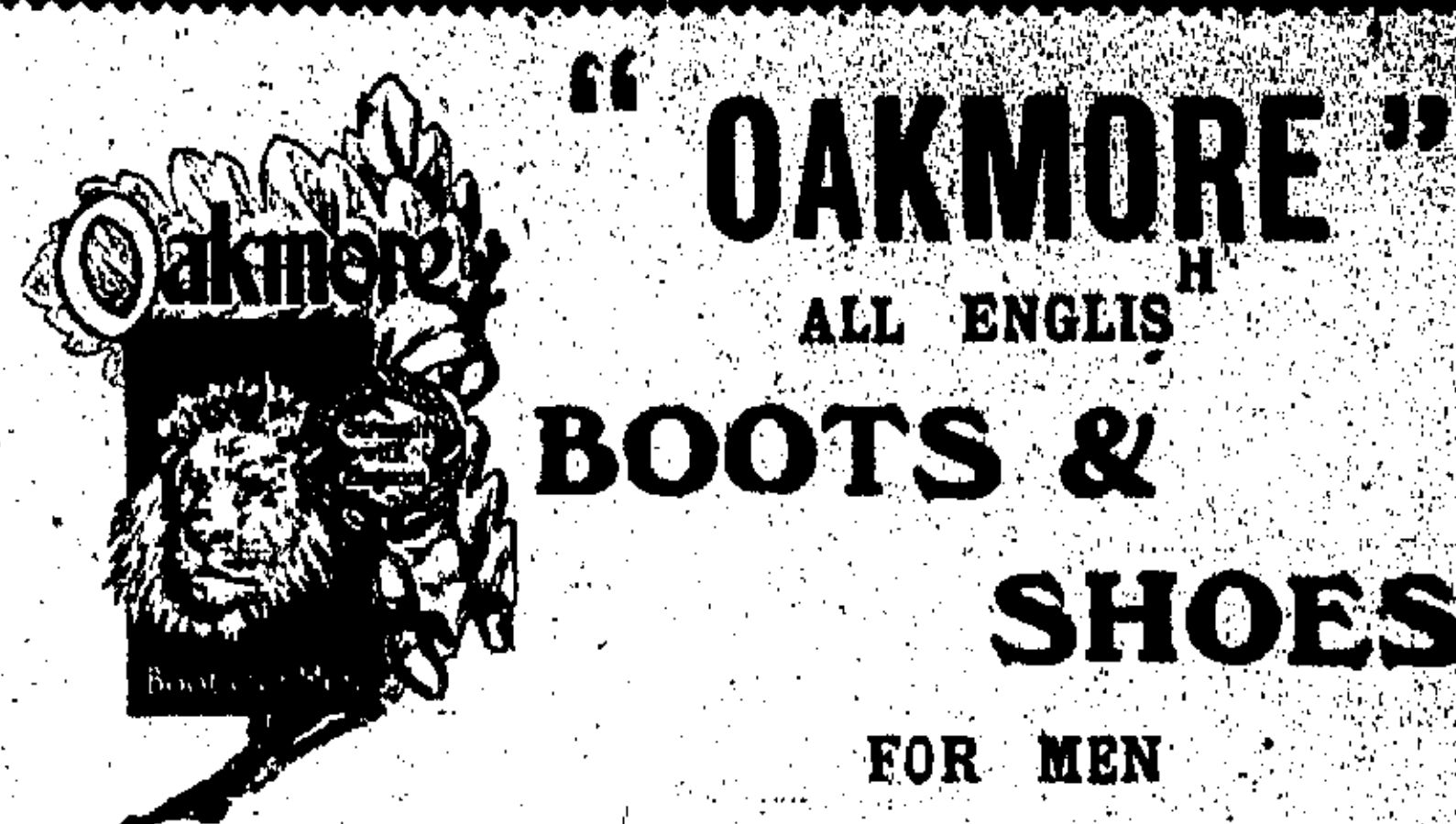
The Trade Slump.

The Chairman of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at a recent meeting (I think it was last year) predicted a greatly increased volume of exports passing through this port on the completion of the Hankow-Canton Railway—an event, we hope, is not far distant—and I venture to think that an Association such as this will prove its value when questions in connection with the development of such trade come to be discussed. The boom in exports which lasted during 1919 and early 1920 came to an abrupt end last spring when prices commenced to sag, and it soon became apparent that the markets of the world were overstocked with produce of every description. These are not yet liquidated and, until they are, and conditions in Europe and America become more normal, we cannot, I fear, look forward to a revival of exports on anything like the usual scale.

We continue to meet with very scant consideration at the hands of Associations in Europe and America dealing with South China produce, in the matter of analysis and quality guarantees. In fact, their arbitrary stipulations in many cases make satisfactory business well nigh impossible, throwing, as they do, an excessive burden of risk on the exporter here. While all efforts continue to award

(Continued on Page 2.)

NOTICE.



"OAKMORE"
ALL ENGLISH
BOOTS & SHOES
FOR MEN

A LARGE SELECTION OF
SHAPES AND WEIGHTS
IN BLACK AND BROWNS

Hundreds of satisfied Customers
testify to the excellent quality,
comfort and style of Oakmore Shoes.

SOLE AGENTS:—

LANE, CRAWFORD & Co.

THE BEST PREVENTIVE OF
INFECTIOUS & CONTAGIOUS DISEASES

HYGIENOL

A highly concentrated and perfectly safe
DISINFECTANT.

SOLD ONLY BY

A. S. WATSON & CO., LTD.

REMARKABLE VALUE

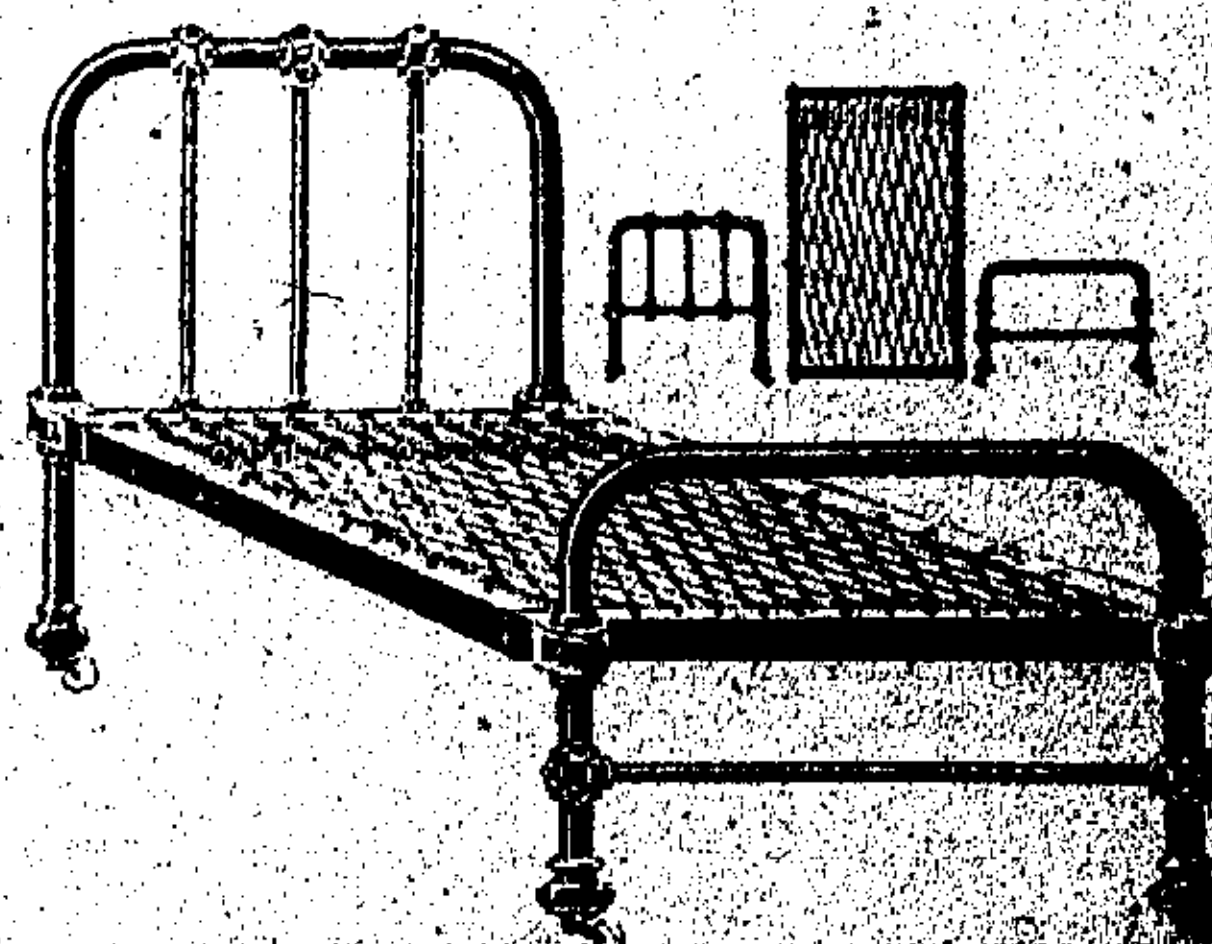
IN
BEDSTEADS

(ENGLISH MADE)

A SPECIAL OFFER

ONLY 250 ONLY

3 PART BEDSTEADS.



A most reliable 3 part bedstead fitted with Anti-spring
Spring Mattress. Extra Strong Frame. Size 6'1 1/2 by 3'1 1/2.

IN BLACK & WHITE

SPECIAL PRICE **\$27.50** EACH

FOR A FEW DAYS ONLY

A Splendid opportunity for Schools & Institutions

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG

A POLITICAL TITAN.

The Wonderful Staying Power of Mr. Lloyd George.

That trenchant writer, Mr. E. T. Raymond, has an article on the Prime Minister in the new issue of the *Lloyd George Liberal Magazine*.

I once compared Mr. Lloyd George (he writes) to William Pitt the elder. Superficially no two people could be less alike than the cadet of a great oligarchic family and the ward pupil of the Welsh cobbler. But it is true of Mr. Lloyd George as of Pitt, that the part is greater than the whole; subtraction of much will leave the sum more.

There was a lesser Pitt, there is a lesser Lloyd George. But the lesser Pitt disappeared under the stimulus of stupendous events, and the lesser Lloyd George is never visible in a great crisis. Thus we find, in surveying the record of the past six years, an infinity of things on which the small critic may fasten. This speech was unduly inflated; that act was precipitate; there was some extravagance here, there was some miscalculation there. In other words, we are dealing with the very imperfect work of a man, and not the perfect work of a god.

NO SINECURE.

It is only when we get away from the canvas a little that we see the picture, even as it stands, with the varnishing day still distant. But, seen from any reasonable angle of vision, the picture can hardly fail to impress an observer who knows something of the difficulties attaching to the art of government, and especially to the art of government in a State of democratic constitution.

It is not only a political portent, it is also a medical marvel, that Mr. Lloyd George has not long ago broken down under the weight of his responsibilities.

From the first shot at Vise to the last before Mons his broad shoulders were made the depository of every special war burden. When questions of money, the preservation of national and private credit, were most urgent, he was at the Treasury. When the one pressing problem became munitions, he was charged with the creation of the vast machinery which was destined ultimately to defeat the enemy.

When Irish affairs became desperate, it was this man, and no other, who was called away to advise a settlement. When Lord Kitchener died, it was he alone who could be envisaged as a successor at the War Office. And finally, when the whole machinery of the State seemed to be toppling into chaos or creeping into paralysis, it was again he who emerged as the only thinkable Prime Minister.

AN INDISPENSABLE.

There were others there with great party followings; he could not depend on any ordinary basis of calculation, on a stable majority. It was the case of Pitt once more: the case of a man sustained in power simply because he was necessary, and because he had behind him the support which in the long run outweighs all others, the support of the great mass of the British people.

The war finished, the tasks of peace-making still shared they could normally be shared they could in no sense be evaded. His was not only the leading role on the English side; it was almost the only role. And this was not his sole task.

Alone the labours of Versailles were absurdly too great for any man, but in brief intervals snatched from the pre-occupations of the Conference Chamber Mr. Lloyd George was obliged to inspire, to energise, and even to a large extent to invent the vast plan of national reconstruction. Labours and difficulties less severe and far less protracted have crushed every Foreign Minister who supported the burdens of the war. That Mr. Lloyd George is so little crushed, that he still possesses the vigour and mental alertness of early middle age, is a tribute not only to his extraordinarily resilient physique, but to his knack of getting through an immensity of work without over-working.

BACK TO SCHOOL.

The Fisher Scheme at Work.

The first day continuation schools for children of fourteen to sixteen, under the Fisher scheme in the Act of 1918, were opened in London by the County Council, and over 80 per cent. of the 15,000 possible pupils attended. They are the children who left school just before Christmas, and they are required to put in (from working hours, if at work) eight hours a week in two sessions of four hours.

The 15,000 pupils will, by the end of the year, as their ranks are joined by other children leaving school, become 60,000, and by the beginning of 1923 120,000. At the end of five years, when young people of 16 to 18 and the teaching of trades are brought within the scope of the scheme, the total will be 240,000.

These schools, though they cover much the same field as the elementary schools, are different from the latter in method and variation of curriculum. The endeavour is made to make this further schooling as fresh and attractive as possible. The subjects in the London schools include history, geography, drawing, manual training, science, physical training (which is the only obligatory subject) and calculations based on the occupation of the students. The curriculum is not uniform, and is left more or less to the discretion of the staff. Twenty-two principals and 200 assistants have been appointed for the 22 day continuation schools the London County Council are providing.

"The premises, staffs, materials, &c. for the new classes," Sir Robert Blair, of the L.C.C. Education Office, said, "have all been found, but our difficulties are not at an end. The inconveniences are very great. We have not always been able to find schools, except where the shifting of the population has emptied existing buildings, and have had to use church halls for classrooms. In some cases the classes are spread over more than one building."

A WOMAN'S MESSAGE TO WOMEN FROM SALT LAKE CITY.

Mrs. May Feeney who lives at 45 Gregory Place, Salt Lake City, Utah, U.S.A., recently made the following statement for the guidance of others of her sex. She said:

"I was so nervous that I did not care to go about and felt melancholy. I was fidgety and everything upset me. My heart beat irregularly and worry over this increased my nervousness. I was weak and rundown and suffered from frequent headaches. My appetite was poor and I had severe indigestion pains, especially after my breakfast."

"Several years ago I had given Dr. Williams' pink pills to my daughter and they helped her so much I decided to try them. I was benefited almost from the very first. I took the pills for six weeks. My nervousness disappeared and my whole system seemed to be benefited. My appetite is good, the headaches have disappeared, I sleep well and feel better in every way than I have in a long time. I strongly recommend Dr. Williams' pink pills."

"To build up the blood and nerves there is one remedy that has been a household word for a generation. Dr. Williams' pink pills for pale people. These pills tone up the entire system, make the blood rich and red, strengthen the nerves, increase the appetite put colour in the cheeks and lips, and drive away that unnatural tired feeling. Good wholesome food and fresh air will do the rest. Begin Dr. Williams' pink pills to-day; you can get them from chemists, or direct from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai, \$1.50 for one bottle, or six for \$8, post free. Write a postcard to the same address asking for a free copy of a useful Health Guide."

S.S. "EURANA"

From Baltimore, Md. Sept. 21st, 1920

Arrived Hongkong, March 29th, 1921.

In consequence of an accident to the above vessel's machinery, consignees will be required to sign a General Average Bond and pay to the Undersigned a cash deposit of 2 1/2% of value of cargo on account of General Average expenses before delivery of such cargo can be taken.

STRUTHERS & DIXON, Inc., Agents for Green Star Steamship Corporation.

DID FARROW'S BANK STAFF GET £10,000?

Story of a Big Bonus on December 1.

At the resumed hearing of the case against leading officials of Farrow's Bank for issuing alleged false balance sheets at the Guildhall, Sir Richard Muir (prosecuting counsel) said that Mr. Read (of Messrs. Norton, Read and Co., who secured control of the bank) was expected from America in a few days.

Counsel asked Mr. W. H. Jones, joint manager at Cheapside, if he knew anything about Messrs. Norton, Read and Co. having a dinner at the Carlton Hotel and distributing £10,000 among the bank's staff.

Witness: I did not get any of it. But did you know that Norton, Read and Co. proposed to distribute £10,000 of the bank's money in this way?—No.

Did Norton, Read and Co. increase the salaries of the staff by 25 per cent.?—There was a bonus given on December 1. I do not know what that would come to.

Replying to Sir Richard Muir, witness said he was at the bank's annual meeting on August 31, when Mr. Farrow referred to the staff's demand for increased salaries, and said:

"I believe in giving a man absolutely what he is worth, and we have resolved to increase the salaries all round up to the extent of £20,000."

Witness added that a bonus was under consideration before Mr. Read was appointed managing director. Sir Laurence Halsey, the liquidator, was recalled, and was cross-examined as to the valuation of assets of the bank. He said he was not a valuer, and did not think he would be qualified to value one of the properties. He said he did not suggest the Dreadnought Company had no assets; he suggested they had no works. He could not admit any further value than cost.

Counsel: I put it to you that what you put down was the mere cost. I suggest that the evidence should not have been given. I suggest that it was your duty as an accountant to have made it perfectly clear to the Court that it was actual value, and not cost, that really mattered in the preparation of balance sheets.

Sir Laurence: I don't remember that I brought that out. Counsel: So a true balance-sheet might be a very different one from the one you prepared?

Witness: It might be worse, or it might be better.

With reference to the report prepared on the Burton Aircraft Company, which he had not used, witness said he did not know whether the man who prepared the report was ex-president of the Society of Mechanics, or whether the man who prepared another report was late chief cement chemist to the Admiralty and a Master of Arts.

Counsel: Did you know that Mr. Williams, who prepared a report on the Laminated Coal Company, was one of the greatest authorities in the country?

Witness: I did not know his history. I might have taken his evidence into account, but I happened to know that the business was not going commercially. I know, therefore, that he could have no experience of the business.

MAURICE E. BANDMAN

SUBMITS

THE BANDMAN OPERA COMPANY, 1921.

THEATRE ROYAL.

(Under the distinguished patronage of H.E. the Governor and Lady Stubbs).

H. E. Vice Admiral Sir Alexander Duff K.C.B., Major General Sir G. Macauley Kirkpatrick K.C.B., K.C.S.I. etc.

TO-NIGHT	
Friday Apr. 1	"BRAN PIE" from the Prince of Wales Theatre, London.
Saturday Apr. 2	"OH JOY" from the Apollo Theatre.
Monday April 4	"BUZZ BUZZ" from the Vaudeville Theatre.
Tuesday April 5	"MAID OF THE MOUNTAINS" from Daly's Theatre.
Wed. April 6	"THE KISS CALL" from the Gaiety Theatre.
Thursday April 7	"TAILS UP" from the Comedy Theatre.
Friday April 8	"IRENE" from the Empire.
Saturday April 9	"GOING UP" from the Gaiety Theatre.
Monday April 11	"THE NEW SHOP GIRL" from the Gaiety Theatre.
	"AFGAR" from the London Pavilion.

Plans open Tuesday morning, March 29th.

POPULAR PRICES:—\$4, \$2 and \$1.

Overture at 9.15 p.m. prompt.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA. From EUROPE and STRAITS. The Company's Steamship

"KAMO MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 6th April, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co.'s representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA. Agents.

Hongkong, 30th March, 1921.

REPULSE BAY HOTEL.

CABARET DINNER DANCE.

WEDNESDAY, 30th March. SATURDAY, 2nd April.

SIGNOR ANTONIO MOLINARI

The Milanese Tenor

Assisted by

SIGNORA MOLINARI

Soprano

GEMS FROM POPULAR

MASTERPIECES SUNG IN

ITALIAN AND ENGLISH.

SUNDAY AFTERNOON

SEMI-SACRED CONCERT.

HONGKONG JOCKEY CLUB.

The First Gymkhana Meeting will be held (weather permitting) at the Happy Valley, on Saturday, April 2nd, commencing at 3.00 p.m.

The Charge for admission will be \$1 for others than Members of the Hongkong Jockey Club. Soldiers and Sailors in uniform Half price. The Stewards invite the Ladies of Hongkong to be present.

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

We The Indo-China Steam Navigation Co., Ltd. of London hereby give notice that in consequence of the present names being in vogue when running under the German Flag, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "Teo Pao" of Singapore, official number 150118 of gross tonnage 1655 tons, register tonnage 972 tons, heretofore owned by Controller of Shipping for permission to change her name to "LEE SANG" and to have her registered in the new name at the Port of London as owned by The Indo-China Steam Navigation Co., Ltd.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Date at Hongkong this 22nd day of March 1921.

JARDINE, MATHESON & CO., LTD.

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

We The Indo-China Steam Navigation Co., Ltd. of London hereby give notice that in consequence of the present names being in vogue when running under the German Flag, we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "Kwong Eong" of Singapore, official number 150114 of gross tonnage 1650 tons, register tonnage 969 tons, heretofore owned by Controller of Shipping for permission to change her name to "MING SANG" and to have her registered in the new name at the Port of London as owned by The Indo-China Steam Navigation Co., Ltd.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Date at Hongkong this 22nd day of March 1921.

JARDINE, MATHESON & CO.

NEW ADVERTISEMENTS.

G. R.

NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 4th day of April, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Shek Shan, Kowloon in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Shp. Registry No.	Locality	Boundary Measurements.	Control in the Lot.	Area in Acres.	Area in Sq. Yds.	Area in Sq. Ft.	Area in Sq. M.
1	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile
2	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile
3	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile
4	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile
5	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile
6	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile
7	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile
8	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile
9	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile
10	Shek Shan, Kowloon	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile	1/2 mile

KOWLOON-CANTON RAILWAY

(British Section).

NOTICE.

CHING MING FESTIVAL.

The Public is hereby notified that local passengers cannot be conveyed by the 8.07 a.m. express on April 1st, 2nd, 3rd and 4th, 1921.

By Order,
H. P. WINSLOW,
Manager.

Kowloon, 30th March, 1921.

NOTICE.

Messrs. Lane Crawford & Co. announce that they have received a shipment of Major Drapkin's famous "Greys" Cigarettes. Retail price \$1.00 per tin of 50.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Monday the 4th April, 1921,

commencing at 2.45 p.m. at "Craigieburn," the Peak

A Quantity of Valuable Household Furniture

(Full particulars from catalogue)

On view from Monday, the 3rd April 1921.

Terms: Cash on delivery
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 7th April, 1921,

commencing at 10.30 a.m. at No. 10 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

25 Bales 2" "Blue Stripe" Gunny Bags, Heavy Cees - 40 x 28 (2 1/4 lbs.)

Terms: Cash on delivery.
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday the 7th April, 1921, commencing at 10.30 a.m.

at No. 18 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

A Large Quantity of Miscellaneous Goods

Terms:—Cash on delivery.
LAMMERT BROS.
Auctioneers.

WANTED.

WANTED.—Experienced Senior Office Assistant (British) for Engineering and Machinery Department, must be good Correspondent and have Commercial and Technical knowledge of Engineers' supplies and Hardware. Permanent position and good prospects offered to competent Applicant. An indication of salary expected is required. Persons without the above mentioned qualifications need not apply. Address applications to Box No. 530 c/o "Hongkong Telegraph."

WANTED.—Competent Portuguese (Male) Stenographer. Apply by letter to Canadian Pacific Ocean Services, Limited, Hongkong.

WANTED.—To rent small furnished house or apartment on the Peak for part or all of the summer. Reply to J. E. HARTLE, Jnr., Standard Oil Co., Kowloon.

TO BE LET.

TO LET.—Commodious office in Alexandra Buildings, immediate possession. Apply to Linstead & Davis, Alex. Buildings.

TO BE LET.

TO LET.—FLATS in Tavri Building, Nathan Road, Kowloon. Apply to J. P. Vassina, 38 Wyndham Street, 1st Floor.

TO LET.—Office to let in Prince's Building, immediate possession. Apply to Box 529 c/o "Hongkong Telegraph."

LOST.

LOST.—On Star Ferry, leaving Hongkong at 3.15 p.m. on Sunday, a Kodak camera. Apply to A. Boysen, Netherlands Trading Society.

FOR SALE.

FOR SALE.—Phelon & Moore Motor Cycle. New Model complete with Lamp & Horn. Cost \$120. Price \$650. Apply, Whiteaways, Des Voeux Road.

FOR SALE.

MILNER'S SAFES. APPLY TO LAMMERT BROS., Duddell Street.

FOR SALE.

One Hornsby-Ackroyd Oil Engine—3 1/2 Horse Power. Fuel: Kerosene. Complete with cooling apparatus; in good condition. May be viewed by appointment at GUN CLUB HILL BARRACKS KOWLOON. Apply to the undersigned, LAMMERT BROS.

WAR MEMORIAL.

SUBSCRIPTION LIST.

For the erection by Public Subscription, of a building to be run on Y.M.C.A. lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors.

A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at—
Messrs. Lane Crawford
Messrs. Kelly & Walsh
Messrs. Mountie
Messrs. Wm. Powell Ltd.
The Hongkong Club
The Hongkong Cricket Club
The Club L'Unitaire
The Engineers' Institute
The Victoria Recreation Club
The Kowloon Cricket Club
The Kowloon Bowling Club
The Peak Club
The Club de Rejoice
The Craigenower Club
M. J. BREEN,
Hon. Secretary War Memorial Committee.

VALSPAR BRONZE BOTTOM PAINT

A PERFECT ANTI-FOULING COMPOUND.

SPECIALLY SUITABLE FOR YACHTS AND WOOD CRAFT.

SOLE AGENTS:—

HOLLAND PACIFIC TRADING COMPANY, LTD.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)

"NINGCHOW" 5th Apr. London, Amsterdam & Antwerp
 "ATREUS" 13th Apr. London, Amsterdam & Antwerp
 "ELPENOR" 26th Apr. London, Rotterdam & Hamburg
 "PYRRHUS" 3rd May London, Amsterdam & Antwerp
 "DEMODOCUS" 17th May London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

"KT. OF THE GARTER" 31st Mar. Genoa, M'Isles, L'pool & G'gow
 "AJAX" 19th Apr. Genoa, M'Isles, L'pool & G'gow
 "ANTILIOCHUS" 7th May, Genoa, M'Isles, L'pool & G'gow

PACIFIC SERVICE

(via Kobe and Yokohama)

"TYNDAREUS" 6th Apr. } Victoria, Seattle & Vancouver
 "PROTESILAUS" 4th May }
 "TEUCER" 25th May }

NEW YORK SERVICE

(via Suez or Panama)

"LAERTES" 30th March via Suez
 "IDOMENEUS" 21st April for Liverpool
 "PYRRHUS" 3rd May for London
 "ANCHISES" 21st June for London
 "TEIRESIAS" 7th July for London

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE STEAMSHIP

"BORNEO MARU"

From JAPAN.

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 23rd March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 8th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL & CO., LTD.,
Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"TRIESTE"

From TRIESTE via COLOMBO
PENANG & SINGAPORE.

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence, and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 23rd March.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 8th prox. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 10 a.m. by Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL & CO., LTD.,
Agents.

EXPORTERS AND DEALERS.

(Continued from Page 3.)

allowance on the bald plea of inferiority to contract guarantee, it is difficult to discover what, in their minds, constitutes F.A.Q., and until a more definite understanding is reached on this point, export business will always be attended with very great risk. This matter has engaged the attention of Committees in the past and will no doubt do so in the future.

I will now touch briefly on a few matters that have been brought to the attention of the Committee during the year.

Chinese Contracts.

The growing practice among Dealers of insisting on Chinese Contracts in the case of certain articles, thereby absolving them from all responsibility after shipment, is greatly to be deprecated. It is a comparatively recent innovation and its obvious danger, that is of substitution, adulteration, faulty packing and other tricks at which certain dealers are adept, should be sufficient evidence of the necessity of its suppression. The co-operation of members is essential if the desired end is to be achieved and we therefore earnestly request you to refuse to accept such contracts.

Wood-Oil Tests.

This knotty problem is still, I regret to say, unsettled. You will remember that last year, about the end of April, samples were sent to various bodies in the United States, analysed by Mr. Dovey, the Government Analyst, with the request that an analysis be made by them in the same manner in order that a standard form might be arrived at. The replies so far received—I do not say in all cases but in some cases are very unsatisfactory—do not show any great desire to assist us. For instance, Mr. Worstall, whose test is insisted upon by many importers in the United States, writes of his test as a small scale varnish operation and contends that no one is qualified to test wood-oil satisfactorily who has not had experience of the making, testing and use of wood-oil; experience which he apparently professes to have had. I quote Mr. Dovey in saying that as long as Mr. Worstall and other chemists in the United States continue to talk of judging wood-oil by means of secret unpublished tests, the export to the States will continue under almost unworkable conditions.

The New York Produce Exchange, although parcel receipt for sample was handed to them on 2nd June, did not apparently obtain delivery until 29th October, when they wrote requesting a remittance of \$320 to cover cost before sending the sample to be tested, and we are still without a result of that test! We shall continue to hammer away with Mr. Dovey's assistance but receive little or no encouragement.

Surveys.

Chamber of Commerce surveys appear to be of no practical value, since they are entirely ignored by arbitrators in London and elsewhere, in the event of a dispute as to quality or condition. Private firms and this Association have repeatedly endeavoured to come to some agreement on this subject and on terms of sale generally. As an instance of the total disregard of suggestions made at this end, the new rules drawn by the Canton Cassia Guild and the Canton Chamber of Commerce to govern the sale of cassia, when referred to London and New York, were rejected practically in toto.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HONG KONG.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for
 "KELVIN MOTORS."
 Motors from 12 B.H.P. to
 50 B.H.P. now in stock
 also spare parts.

Works ... Tel. K.21.
 Manager ... K.633.
 Secretary ... K.369.
 Harbour Engineers, K.604 &
 K.622.
 Telegrams "SEYBOURNE."

We have asked for the assistance of the General Chamber of Commerce in this connection.

Rice.

The Chairman of the General Chamber of Commerce, in his speech yesterday, dealt with this subject and as you have no doubt read his speech, I do not propose to make any further remarks on this subject for fear my tongue should run away with me.

With these few remarks, I beg to propose the adoption of the Report and Accounts and after they have been seconded, I shall be pleased to answer any questions to the best of my ability.

Mr. J. M. da Rocha, seconding the motion, said: Mr. Chairman and Gentlemen, I have much pleasure in rising to second the adoption of the Report and Accounts as presented, and I have no hesitation in saying that all the members of the Association appreciate, and thank the Chairman, the Committee and Secretary for the good work done during the past trying year, which gave us much cause for anxiety. We have listened very attentively to your remarks on the past situation, and we certainly value the good services you have done for this Association. In 1919 I had the honour to attend several meetings of the Rice Association of California, and to address its members as to the rice trade from Hongkong, and I can assure you that notwithstanding the remarks made by the Chairman of the Chamber of Commerce, we have very good friends across the water, and we can depend upon them to play the game. Of course, as we know, there are in every commercial circle, in a country like America, some black sheep, and so it behooves us to be careful to see with whom we deal in America. With these remarks, Gentlemen, I have much pleasure in seconding the proposal for the adoption of the Report and Accounts as presented. (Applause.)

The motion was unanimously carried.

Election of Committee.

The Chairman invited nominations for the Committee and on the motion of Mr. L. J. Davies, seconded by Mr. H. Symes, the following were elected:

Messrs. B. Monteith Webb, J. Robertson, T. W. Hill, A. W. van Andel, S. M. Churn, J. H. Brister, P. V. Botelho, U. Rumjahn, A. M. L. Soares and D. Eager.

Subsequently, Mr. B. Monteith Webb was made Chairman and Mr. J. Robertson Vice-Chairman.

On the motion of the Chairman, seconded by Mr. B. Monteith Webb, the admission of the following members during the year was confirmed: Messrs. Hontaz and Co., Ltd., Brieto and Co., Ltd., Carroll and Co., T. M. Gregory and Co., Davis Co., Ltd., and Hausmann Korn and Co.

This concluded the business.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY

—DRY DOCK—
 LENGTH 767 FEET.
 LENGTH ON BLOCKS 750 FEET
 DEPTH ON CENTRE OF
 SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
 CAPABLE OF HANDLING SHIPS UP
 TO 3000 TONS DISPLACEMENT.
 ELECTRIC CRANE AT SEA WALL CAPABLE OF
 LIFTING 100 TONS AT 70 FEET RADIUS

TEL. ADDRESS: "TAIKOODOCK" HONGKONG.
 TELEPHONE NO. 212
 CALL FLAG: "C" OVER "ANS. PENNANT."

BUTTERFIELD & SWIRE, AGENTS.
 HONGKONG, CHINA & JAPAN.

SHIPPING NEWS.

JAVA-PACIFIC STEAMSHIP COMPANY.

The Java-Pacific Steamship Company has rejoined the Pacific West-bound Conference.

JAPANESE PASSENGER RATES. It is stated from Japan that there is a likelihood of certain Japanese steamship lines increasing passenger fares on the European service.

JAPANESE SHIP DEAL. A ship of 2,150 tons of the Uhhida Steamship Co. has been sold for Yen 80,000 to the Nippon Shokun Kaisha. This ship was built thirty-eight years ago.

EX-ENEMY AS BRITISH SEAMEN. For employing a former enemy subject on board a British vessel a trawler skipper was recently fined three guineas. The maximum penalty for the offence is £100.

NEW SCOTTISH PILOT STATION. The old pilot station at Prince's Pier, Greenock, which is well-known to most British navigators, has been closed and a new station instituted at Gourack, further down the Firth.

ITALIAN BATTLESHIP TO VISIT FAR EAST. The Italian battleship Libia has left Naples on a tour of the world. She will visit Chinese ports, coming to the Far East by way of Panama.

WRECK AT CANTON. The Harbourmaster at Canton notifies that there is a wreck in the fairway at Duff Point, S. 88 and East 1,150 feet. The wreck is marked by a red flag by day and a red light at night, and vessels are warned to proceed at slow speed.

NEW SHIPPING BOARD HELD. It is reported that Mr. J. H. Rosseter will be appointed Chairman of the United States Shipping Board in succession to Admiral W. S. Benson. Unlike Admiral Benson, Mr. Rosseter has had many years' practical experience of merchant shipping.

NO MORE GREEK OPEN POLICIES. It is reported that Lloyd's underwriters have decided not to accept open policies on Greek ships owing to the abnormal increase of claims during the last half-year, including total losses in circumstances unsatisfactorily explained. Over forty Greek ships were lost in the last half-year involving over two millions sterling in claims.

MANILA FREIGHTS.

In their latest circular to hand Messrs. Warner, Barnes & Co., Ltd., Manila, state:—Last reports from the China coast are that some recovery has been experienced with great activity in some directions. Saigon/Hongkong rice freights have advanced to 40 cts. Mexican per picul.

RUSSIAN VOLUNTEER FLEET. There is said to be much uneasiness among the crews of such Russian Volunteer Fleet vessels as are still in the Far East, caused by the rumours that, owing to the scanty resources of the Company, many of them are to be dismissed and the wages of the remainder reduced.

FERRY STEAMER SERVICE BETWEEN NAGASAKI AND SHANGHAI.

The Nippon Yusen Kaisha has decided to have two steamers (5,500 tons each) with a speed of 18½ knots per hour for ferry boat services between Nagasaki and Shanghai. The two steamers are now being built in England and the vessels will save ten hours on the run.

N. Y. K. PLANS.

The N. Y. K. is reported to be negotiating for the sale in the United Kingdom of several of its older vessels, including the s.s. Etorup Maru, Totomi Maru, Wakanoura Maru and Tenjin Maru, while the same rumour has it that the Japanese Government is desirous of disposing of the former German vessels allotted to Japan which have not yet left Europe. It is reported that the Company will use the 14,500-ton ex-German liner Cap Finisterre for the Frisco run.

FAST RUN BY SAILING VESSEL. During the latter part of last year a fast sailing passage from Australia to Southampton was made by the French full-rigged ship Crillon, 2,255 tons gross register. This ship, belonging to the Societe General d'Armement, was built at St. Nazaire in 1920. She is a very fine example of the type of sailing-ship that the war gave a temporary lease of life to. Her passage from Australia, with a cargo of grain, was made in 70 days.

NEW SHIP DESERTER'S RULE. A rule put into effect in Manila recently is having the effect of reducing the tendency among sailors on American vessels to leave ship in Manila and demand their pay. It is making Manila

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—

S. F. Zih, Hongkong Hotel, from Shanghai.
 Jardine & Co., from Shanghai.
 Radloff Russian Opera Theatre, from Vladivostok.
 Iwata Passenger Samaran Maru c/o Dodwell, from Tokyo.
 Augustus from Shanghai.
 Eitaro Saika c/o Imafuma Co., from Tokushima.
 Kitano Toyosaburo, from Tsingtau.

Chan Leung Chow c/o Heung-shan Kluehshing Club Pottinger Street, from Shanghai.
 Telegraph Office, (2) (Ad. Omitted), from Peking.
 Hongpicking, from Shanghai.
 3563, from Shanghai.
 Kaidah, from Amoy.
 Kwuongmoutai, from Shanghai.
 Engkong, from Amoy.
 Waiwu Wingham, No. 2 Street Wanchai, from Amoy.
 Powhingchong, from Shanghai.
 Kwongwotai, from Shanghai.
 Fatkee, from Shanghai.

TH. KRING, Superintendent.
 Hongkong, March 24, 1921.

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Chanhem, from Johannesburg.
 Danby, from Swazange.
 Colenbeff Hotel Continental, from Colombo.
 Indochine, from Bangkok.
 Lower Customs Lappe (2), from Singapore.
 Palisade, from New York.
 Stanleands, from Altrincham.
 Tyree, from Perthwa.

M. E. F. AIREY, Superintendent.
 Hongkong, March 24, 1921.

what sailors term a "hard port," instead of the easy-going one it used to be—when a man could find joy all his wages, \$200, or \$300 in a single night, and then seek consular assistance at the shipping commissioner's office in the customs house. The new rule is this: that for a day is allowed for living expenses of sailors and off in Manila. If they draw \$200 they can get no aid as instant mariners until ten days after.

FRECKLES AND HIS FRIENDS

Tag Seems To Believe In Signs

BY BLOSSER.



WATSON'S COLD CURE TABLETS

CURE A COLD IN THE SHORTEST
POSSIBLE TIME.

AN EXCELLENT REMEDY FOR
NEURALGIA AND MALARIAL
HEADACHE.

PREPARED ONLY BY
A.S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.
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Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

Office address: 11, Ice House Street.

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 31, 1921.

CHINESE TEACHERS ON STRIKE.

In the closing months of last year the Chinese teachers presented the authorities in Peking with a demand in respect of arrears of salary. The petitioners were temperate enough, as, having regard to the Government's financial difficulties, they patriotically restricted their demand, except in respect of primary school teachers, to a payment on account of the four or five months' salary overdue. After a good deal of persuasion, plus some mild threats by the teachers that they would have to suspend their activities for lack of the necessary sustenance to carry on unless they were paid something, the authorities handed over a portion of the arrears. That is apparently all the remuneration that the long-suffering preceptors have been able to extract. The teachers have now adopted a more drastic attitude. Failing satisfaction, all the teachers at Peking University and cognate institutions "came out" on the 14th inst. The dilemma has proved too much for Mr. Fan Yuen-lien, the Minister of Education, who has asked the Cabinet to relieve him of his post on a double ground. Mr. Fan modestly gives "the poverty of himself in talent" as the first reason, but, while his Ministry has certainly not been a success, it may well be doubted whether anybody else would have done better in the face of the other reason—to wit, the Department's lack of funds.

The Joint Council of the Teachers, under the energetic leadership of Prof. Ma Shu-luen, one of the lecturers, and some colleagues, has issued a noteworthy manifesto "To the Nation." The document is well worth perusal for its clear, concise statement of the difficulties under which the institutions for imparting higher education have laboured, and is additionally important by its direct appeal to public opinion. How far it will succeed in enlisting general support is difficult to say, but the organisers of the protest movement (who are also memorialising the Government) have adopted what is probably the best course available, and we are glad to see that the vernacular Press in the capital and elsewhere is giving the teachers' case liberal publicity. The students are with the teachers practically to a man.

In brief, the teachers demand that definite permanent provision shall be made for the payment of salaries. They suggested that a portion of the railway revenues be employed for education, and met with cold comfort, for the authorities were able to answer, with a generous allotment of truth, that these are already hypothecated to the loans service. Taking wider ground, the teachers appear to contemplate a system whereby all the public revenues shall be paid into one National Exchequer, from which payments shall be made to each Department or Ministry in accordance with the figures voted in the National Budget. In the past, it has been the custom for each Minister to retain whatever income is collected through his own department. This broad representation of the problem, raising issues which affect the nation at large as well as the teachers, should arouse wide interest in the movement, if anything can. The Government seems to have been moved to the extent of referring to the Ministry of Finance "for consideration and action" the question of appropriating the income-tax for the purposes of education (it was stated several months ago when the Mandate for levying the tax was issued that a large portion of it was to be earmarked for education). But the Government makes no reference to one of the chief causes of the merchants' strong opposition to the tax. While the authorities continue to dissipate millions on the soldiery—or, rather, on the Tutchuns—it is not surprising if the merchants have little confidence in the Government's professions.

NOTES & COMMENTS.

Our Telephones.

Telephone companies, like the newspapers, get more kicks than ha'pence during the course of a year. In his interview with us yesterday, Mr. Bennett said telephone systems in all parts of the world are always being black-guarded. We suppose that is so. Somehow, the mere lifting of the telephone receiver seems to induce a spirit of irritability with most of us, and we know of nothing quite comparable to the intensity of the impatience which we feel when kept waiting on the 'phone. We don't envy the telephone operators in their job—they get all the curses and no thanks. Even so, we are not going to say that there is no justification for many of the complaints which we hear regarding our local service. We are, indeed, surprised to learn that in Hongkong we are better served than they are in Shanghai. The latter port has our sincerest sympathy. Another state of mind which almost took us off our feet was that the local Company has received no complaints from European subscribers. Since when? Perhaps folk are tired of making them. Next to the fall in the dollar, we should say the most prolific subject of grievance in Hongkong is our telephone service. Nobody has a good word to say for it.

What's Needed.

Mr. Bennett gave some surprising figures regarding the extent to which the telephone is used in Hongkong, and he is entitled to be proud of the work which the Company gets through in the course of a day. Let us be fair, too, and compliment all concerned on getting through as well as they do. But the impression left with us is that the Colony has so grown that, as in many other matters, our present telephone service is inadequate to meet present demands. It seems, however, as if there is some promise of bigger and better equipment in the future. We don't profess to know anything about the technical side of this telephone business, but, in frequent use of the 'phone, we have come to the conclusion that there is something radically wrong with the system. To attempt to talk to Kowloon or even Quarry Bay is to make one's self hoarse in an endeavour to be heard at the other end of the line. What would happen if we were connected up with Canton we cannot imagine. Summing the whole matter up, it seems to us that what Hongkong needs is a bigger and more modern system. Let's hope that we shan't have long to wait for it.

What's the Game?

Does the reappearance in Hungary of ex-Emperor Karl of Austria presage further trouble for that distressed country? It looks as though it might, especially since he is credited with the intention of becoming monarch. The Regent has politely requested him to return to his former exile, but he is said to have expressed his determination not to leave the country. Karl succeeded to the Throne in 1916, on the death of his uncle, old Francis Joseph, but his rule was very brief in duration, for, with the victory of the Allies, the Austrian Republic was soon established and the ex-Emperor fled to Switzerland, where he has since remained. From time to time since, there have been reports of his intention to return to resume the kingship, but the Allies have made it pretty clearly understood that they will look askance on any endeavour to replace any of the Hapsburgs on the Throne. The best thing Karl can do for his own and his country's sake is to imitate Wilhelm of Germany by remaining in exile, and to abandon all ideas of ever again ascending the Throne.

THE NATIONAL PARTY.

In a manifesto issued in London, the National Party states—"With a view to preventing any split in the Constitutional vote, thus risking the election of extremists to Parliament, the National Party, whilst adhering firmly to its original principles, and determined to press for the reforms which it has placed in the forefront of its programme, will not proceed with the adoption of any further candidates to numerous constituencies where it had contemplated action." The party had very few members in Parliament.

DAY BY DAY.

IF A YOUNG MAN HAS REACHED TWENTY-ONE AND IS DEAD MENTALLY, NO AMOUNT OF ADVICE, EXAMPLE OR EXPERIENCE WILL EVER CHANGE HIM IN THE SLIGHTEST.—*Thomas Edison.*

His Excellency the Governor presided last night at the Oxford and Cambridge dinner, which was held at the Hongkong Hotel.

We understand that the Hongkong Tramway Company is one of the bidders for the motor bus monopoly of Kowloon.

Yesterday's health return shows three fatal cases of small-pox (all Chinese) and one non-fatal occurrence of diphtheria (Indian).

A Chinese schoolboy was yesterday attacked by two robbers on the footpath near No. 2 railway bridge and relieved of a finger ring which he valued at \$7. The robbers made their escape.

A member of the Bandman Opera Company's staff has reported to the Police the theft of a gold watch and chain by a Chinese in Queen's Road Central yesterday.

FOOTBALL.

2nd Division Fixtures.

Below are the fixtures for the 2nd Division League for Saturday April 2nd:—
3 p.m.—United v. Kowloon.—South China ground.
3 p.m.—Staff & Depts v. St Joseph's.—Sookunpoo ground.
3 p.m.—Oilers v. Club.—Navy "B" ground.

The following are back fixtures which must be played off on their respective dates:—
Monday April 4th.—5.15 p.m., St Joseph's v. Club, at Joseph's ground.

Wednesday April 6th.—5.15 p.m., Staffs v. Club, Sookunpoo ground; St Joseph's v. South China, St Joseph's ground.

Owing to the Carlisle being away from Hongkong, all fixtures have been cancelled on receipt of her resignation from the League. All points are conceded to her opponents as from the 30th March, 1921.

HOSPITAL MATTERS.

C. R. A. Complaints.

We have received for publication copies of the following correspondence which has passed between the Constitutional Reform Association and the Government:—

2, Queen's Building, Hongkong, January 20th, 1921.

Sir,—My Committee beg to point out to you the need of an additional Physician and Surgeon at the Government Civil Hospital. At the present time, they understand, outside aid has to be called in to meet the demands made upon the hospital.

They would also like to suggest that an up-to-date 1st class X-ray be provided. It is a well-known fact that the present one (also the only one in a public hospital in Hongkong) is very unsatisfactory, and the results from it are exceedingly poor, so much so as to be almost worthless.—I have the honour to be, sir, your obedient servant.

(Signed) L. M. WHYTE
(Hon. Secretary).

The Hon. Mr. C. Severn, C.M.G., Colonial Secretary.

Colonial Secretary's Office, Hongkong, March 5th, 1921.

Sir,—With reference to your letter of the 20th January, I am directed to inform you that the Committee of the Constitutional Reform Association have been misinformed as to the necessity of calling in outside assistance at the Government Civil Hospital. The present staff of the hospital is sufficient.

The X-ray apparatus has admittedly been unsatisfactory of late, but steps are being taken which are expected to remove any cause of complaint.—I am, sir, your obedient servant.

(Signed) S. B. McElderry
(for Colonial Secretary).

The Hon. Secretary, Constitutional Reform Association, 2, Queen's Building.

WRECK OF THE "HONG WAN L."

Marine Court of Enquiry.

CAPTAIN'S CERTIFICATE SUSPENDED.

A Marine Court of Enquiry was held this morning into the stranding and wreck of the s.s. Hong Wan L. The Court was presided over by Lieutenant Conway Hake, R.N.R. (Harbour Master), assisted by Lt. Commander Wynne, (H. M. S. Titania), Captain A. S. Hoskins (Monteagle), Captain E. D. Blackburn, of the China Navigation Company and Captain M. Courtney of the s.s. Chaksang.

Mr. F. C. Vaux, of Messrs. Wilkinson and Grist, appeared for the owners.

Captain Little, of the Hong Wan L, said:—On the 28th January at 5.15 p.m., I left Amoy in charge of a pilot with a draft of 19' and 14 feet by the stem. I rounded Tsui Tsui at 6.10 p.m., and rounded Chapel Island at 7.22 p.m. I steered S. 45 W. to come inside the Lammoeks. The ship was in good seaworthy condition and well found. There was a strong north-east breeze and following sea. I set the course to come down the Brothers. I passed the Brothers at 11.20 p.m., 3½ miles off. I kept the same course to make for Lammoek Island light half point on the port bow. We passed Lammoeks Light 1½ miles off at 1.50 a.m. on January 29th. I set the course across the bay S. 85 W. The compass was magnetic. At 3.20 a.m. I picked up the Cape of Good Hope, and then steered straight for it. I relieved the first mate at 4 a.m. and took charge myself. The Cape of Good Hope light was right ahead at the time. I estimate we were three miles away at 4 a.m. The Chief Officer told me he estimated the light three miles away. At five minutes past four, I picked up Green Island, about one point on the starboard bow. I ported the helm and brought Green Island one point on the port bow. At this time it was blowing very hard with a north-east monsoon and a strong setting current. I was keeping Green Island in sight all the time. The helm was kept astarboard and remained so until the ship struck. I thought I should pass Green Island at least a mile, which then would have taken me to the pilot grounds. I had wired from Amoy for a pilot to be waiting for me at 4 a.m. My reasons were owing to the Chinese New Year and being anxious to leave Swatow the same day, that Saturday afternoon. At 4.20 a.m., while still porting my helm owing to the strong north-east breeze and strong inset, I was carried on to the reef just outside of Green Island. The ship was making water fast on the first sounding. There was ten feet in No. 2 hold, and after going astern for five minutes the vessel came off and as she was making water so rapidly I thought it advisable for the safety of passengers, of whom there were 600, to beach the vessel, which I did, between Green Island and Bell Island. On the following day, the 30th, everyone was landed by sampan on to the beach near Green Island on the mainland. With the comrade's men these were taken charge of by the Chinese guard and sent on to Swatow. On 1st February the salvage tug Taikoo arrived to try and save the ship, but was not successful and on the 23rd February salvage operations were suspended. I stayed on board. The agents took charge of the passengers and sent them on to Swatow.

The log book was produced.

The President:—Did you sight the Sugar Loaf light?—No. If I could have got a bearing on that I should have been all right.

What speed was the ship making before you reduced speed?—About 11½ knots.

And after you reduced speed?—Five knots.

Lt. Commander Wynne:—What distance do you estimate you could see the land at 4 a.m.?—About two miles.

Was there a moon visible?—No.

You say you ported the helm continually approaching Green Island. How much had you altered the course to starboard when the ship struck?—I cannot tell exactly. I was watching the island. I was not watching the compass. She was heading north by west 1½ east when she struck.

Did you ever see the red sector of the Cape of Good Hope light?

before grounding?—No, not till after grounding.

Did you take any bearing, after you sighted Cape of Good Hope?—We were steering for Cape of Good Hope right ahead.

What was the light bearing?—North 83.

The President:—North 83 is not a bearing?—North 83 west.

Captain Courtney:—Did you take any bearings of the Cape of Good Hope when under port helm?—No.

Captain Blackburn:—Was your steering gear in good order?—Yes.

Lt. Comdr. Wynne:—What helm was the ship carrying when you were approaching Cape of Good Hope, and how much?—Five degrees.

And after standing up for Green Island, how much port helm?—About fifteen degrees.

Does not your ship fly into the wind when moving ahead?—No. I noticed she was generally sluggish.

Does she fall off the wind?—Yes.

Mr. H. Conway, First Mate of the Hong Wan L, said:—On January 29th, at 0.25 a.m., I observed Lammoeks Light bearing S. 48 W. I called the Captain and the course was altered S. 50 W. At 1.50 a.m., Lammoeks Lights were abeam on the port side at a distance of one mile. At 1.55 a.m. the course was altered S. 85 W. He reported to the Captain, who altered N. 83 W., bringing the light ahead. At 4 a.m. there was a moderate breeze. The sea was fine and the weather clear. The Captain and Second Officer relieved the bridge and I waited below. At about 4.15 I was below and felt the ship strike. I immediately went on the bridge and saw the Captain and Second Officer. It was obvious that she was holed. So the Captain decided to run her aground. The ship was going at about ten knots at 4 a.m.

Mr. Martin Gagno, Second Officer of the ill-fated vessel, said:—At about 4 a.m. the Mate gave me the course as S. 85 W. Cape of Good Hope. The light was about two miles off. The skipper then came out of his room and put Cape of Good Hope light about one point on the port bow and at 4.5 ordered half speed. Then we picked up Green Island on the starboard bow and altered the course and put Green Island about three quarter point on bow. We were hauling her out when she struck.

The Court:—What was the state of the weather?—Strong north-east wind and sea and slightly hazy.

Lt. Commander Wynne:—Are you certain the course was altered to starboard bow to bring Cape of Good Hope lights one point on the port bow before sighting Green Island and the course was altered again to bring Green Island three-quarter point on the port bow?—As far as I remember, yes.

Mr. A. Buchanan, chief engineer, was examined.

The President:—What speed was the ship making by her engines during the night of the 28th and 29th January?—From the time of leaving Amoy to 3.30 a.m. twelve knots. At 3.30 a.m. I slowed down to 10½ knots, and reported to the office on watch I was keeping her at that speed.

What is half-speed in your ship?—About six knots.

Were the engines and machinery in good order?—Yes, in perfect condition.

THE FINDING.

In their finding the Court said that they were of opinion that the stranding of the Hong Wan L was entirely due to the careless navigation of vessel by the master, in view of the fact that no attempt was made to keep to the Cape of Good Hope light on her safe bearing, which simple proceeding would have averted the casualty. In view of this fact the Court ordered that the Captain's certificate be suspended for two years, and ordered the issue in the meantime to the Captain of a First Mate's certificate.

AMERICAN BANDITS KILL TWO AND GET \$12,000.

Six bandits killed two railroad officers at Toledo, Ohio, after holding up an automobile and seizing \$12,000, belonging to the New York Central Railroad. Mr. Louis Schroeder and Mr. A. E. Long were killed in resisting the highwaymen. The bandits later seized an automobile coming up town from the Union Station with passenger fare receipts.

TO-DAY'S MISCELLANY.

Although the Court of Criminal appeal has decided that an appeal cannot be from the expression of the judge's facts as he charges a jury, it is undoubtedly true that juries have been affected by what they have read in judges' faces. Everyone knows the leading case of Jeffreys, for instance, the savagery of whose glances was so terrible that juries trembled at his look and hastened to deliver the verdict he desired in the hope of getting out of reach of those terrible eyes as soon as possible and without exciting a wrath hardly to be appeased. That was an extreme instance, but there have been others.

There was a judge of the Victorian era whose face was a ready index of the opinion he had formed of a case, and an experienced barrister could glance at him, as he turned to the jury, and then turn to his colleagues with "He means to hang the prisoner." More recently there was another judge whose habit of glaring at the jury produced in independent minds an opposite effect, and he sometimes found to his chagrin that juries went clean against his summing up.

A judge's face so eloquent of wisdom as to draw the famous saying about Thurlow may be expected to have strong influence on a jury. Everyone in court was impressed by the severe lines of Russell's face as he turned to charge the jury in the Jameson Raid case, when all society was on the side of the prisoners, and the Judge resisted all attempts on the part of the foreman to break through the iron ring he had put round the case in the interests of justice. Sometimes a judge's face may be too expressive in another way, as was the case in a story told of Hawkins. Being certain that no jury could acquit one prisoner who was before him, he turned with a smile to the jury and remarked, "Well, gentlemen, do you believe the evidence for the defence?" Seeing him so pleasantly indicated that they did!

In one of his newly-published letters Joseph Choate relates that when he asked Meredith if he would make "Richard Feverel" end happily if he had to write it again "Meredith said 'No', adding that Leslie Stephen had often asked him the same question, and had stamped up and down his room declaring Lucy's death to be wilful murder on his part." Stevenson also maintained that from an artistic point of view the creator of Richard and Lucy did wrong to kill them. "If you are going to make a book end badly," he wrote to Sir James Barrie after reading "The Little Minister," "it must end badly from the beginning. Now your book began to end well. You let yourself fall in love with, and fondle, and smile at your puppets. Once you had done that your honour was committed—at the cost of truth to life you were bound to save them. It is the blot on 'Richard Feverel', for instance, that it begins to end well, and then tricks you and ends ill. But in that case there is worse behind, for the ill ending does not inhere in the issue from the plot—the story had, in fact, ended well after the great last interview between Richard and Lucy."

London has long enjoyed the reputation of setting the fashion in men's wear for the civilised world, but its position is to be usurped by New York. That, at least, is the opinion expressed by the reputed leading fashion designer of Germany. It is gratifying to learn that the decay of the capital is due to no fault of its tailors or of the materials employed, but is simply because the average man of today is too busy to "dress himself like a gentleman." According to this German sartorial expert, "gentlemanly attire" is to be replaced by "Yankee" style. The American fashion is described as rugged, comfortable shoes, wide pantaloons with a belt, soft shirt with soft collar and soft cuffs, a comfortable coat, coloured socks, and coloured tie. There does not, however, appear to be anything peculiarly American about this outfit, except the wide pantaloons with a belt. Despite German predictions, the clothing and tailoring trades of the United States still follow with the nearest interest the lead of the West End of London, and America in 1920 purchased more high-class suits and overcoats from this country than in any previous year.

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CANTON SUFFRAGE MOVEMENT.

Not Popular With Husbands.

Whatever success the suffrage
movement might have accomplished
in the agitation for suffrage
rights, and whatever progress
they might have made to
convince the members of the
opposite sex of the justice of
their cause which they are fighting
for, it seems (says the *Canton Times*)
that most of them failed
to secure the support and sympathy
for their cause from their
own husbands.

When the parade of these
suffragettes was going on, a re-
porter having known several of
those in the march, set out
to get interviews from their
husbands, and found them all
at home cursing their hard-
lot. Being left alone, with
no prospect of their wives
returning to cook their meals,

they set themselves to learn the
culinary art but, from the look of
their long-drawn faces, with no
great success. One was
found rocking baby to sleep
while in his arms was one husky
little chap crying and bawling to
beat the band. To the question
of what they think of the suffrage
movement, a fierce look appeared
in their face and nearly every one
declared they do not approve of it
a bit.

AN "ASSISTANT" GOVERNMENT AT WASHINGTON.

Mr. C. L. Barrett, President of
the U. S. National Farmer's
Union, states that there is in
existence a powerful assistant
Government, composed of repre-
sentatives of varied interests at
Washington. He named Mr.
Joseph DeForest, President of the
United States Chamber of Com-
merce; Mr. A. P. Thom, General
Counsel for the Railroad Execu-
tives, and J. D. Morrow, Vice-
President of the National Coal
Association.

DID LLOYD GEORGE WIN THE WAR?

A Remarkable Criticism.

[The *London Nation* publishes
the following candid criticism of
the Premier.]

Gossip used to tell, during the
war, that M. Clemenceau's nick-
name for our Prime Minister was
"le Strategiste." We have had
from Mr. Lloyd George's ad-
mirers a picture of him in that
role displaying him as the in-
spired leader with single eye, the
broad outlook, the clear vision,
endowed with an almost uncanny
gift of prophecy, struggling
against the narrow minds and
dull brains of the professional
soldiers. Cabinet papers from his
pen have been allowed to stray
from the Ministerial dispatch-box,
papers predicting war unless
his advice were followed. His
advice rejected, the war came.
The legend that he is the man who won the war
has been maintained with rare
skill. At last we are given a
picture of the strategist from
another angle, and much that has
been dark has been revealed.
Colonel Repington's (Colonel Re-
pington was the war expert of
the *Times*) book gives us an ex-
position of an underworld of
intrigue and deception, of ir-
responsible trifling with the lives of
men, of struggle for power when
gained. We learn that the
methods of the jumping frog, to
which we have grown accus-
tomed since D.O.R.A. ceased to
screen our governors, were the
methods applied to the conduct of
the war, as indeed we might have
guessed, and are left wondering
how we won through.

THE STRATEGIST.

We find our strategist, whether
he be Chancellor of the Exche-
quer, Minister of Munitions,
Secretary of State for War, or
Prime Minister making and dis-
carding plans of campaign as
lightheartedly as he makes and
discards pledges to the electorate.
As Chancellor he desires to trans-
fer the whole of the British
Army from France to the Da-
nube, as Minister of Munitions he
is all for Salonika, as Secretary
for War he is eager to bring in
Rumania. Then he hedges, and
predicts Rumania's downfall. As
Prime Minister, in January, 1917,
he desires to reinforce Italy and
overwhelm Austria, in February
he is an enthusiastic supporter of
Nivelle and of a great break-
through on the Western Front.
In August he is once more for
the Italian front, and in January,
1918, he believes that our only
hope lies in knocking out Turkey.
At the end he has as many cards
up his sleeve as the Heathen
Chinese, and is prepared to drop
a trump on any trick that is
played.

The story of the dropping of
one of these trumps is a very
pretty example of political ledger-
dom. A propos de botte a
memorandum by Mr. Lloyd
George, dated early in September,
1916, found its way into the cor-
respondence between himself and
Mr. Asquith which preceded the
coup d'etat. It predicted the down-
fall of Rumania, and appealed
to Mr. Asquith to urge the Gen-
eral Staff to take adequate
measures to avert such a
calamity, failing which the blood
of another small nation would
be on our heads. This memo-
randum has been freely quoted
by our Prime Minister's admirers
as a classic example of his
prescience and vision. We now
learn that Mr. Asquith sent Mr.
Lloyd George, then Secretary of
State for War, over to Paris to
conclude the agreement which
brought Rumania into the war in
the middle of August, and Mr.
Lloyd George signed the agree-
ment (it has been published in
France) some three weeks before
the famous memorandum was
written. He backed both horses.
If Rumania won there was his
signature, if Falkenhayn won
there was the memorandum. As
the latter trick was played the
appropriate trump was shown to
a few trusty friends, the other
card remaining up the sleeve.

RELATION WITH COMMANDER-IN- CHIEF.

But it is Mr. Lloyd George's
conduct of the war as Prime
Minister which is chiefly impug-
ned. He came into power as the
man of push-and-go to replace an
inert and exhausted predecessor.
For the first six months of his
rule our armies in France grew
steadily in strength under the
arrangements made by Mr.
Asquith, and during that period
the new Prime Minister, busily
occupied with his adventures in
strategy, did nothing to provide
for the maintenance of our mili-
tary power. In the summer of
1917 his military advisers became
anxious, and from then on he was

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engaged in a constant wrangle
with them on the subject of man-
power. He disliked both Robert-
son and Haig, but did not feel
himself strong enough to get rid
of them, and we are now present-
ed with the amazing spectacle of
of the head of the Government
resorting to a policy of pin-
pricks in relation to his
two chief military agents for the
conduct of the war. In the
autumn of 1917 Haig is driven
to say that attacks by the British
Prime Minister upon the Com-
mander-in-Chief of the British
Armies in France are highly
unpatriotic, and that if the
Prime Minister did not like the
Commander-in-Chief's leading
he should remove him.

Then after these months of
unseemly controversy comes the
Versailles conference of January,
1918, held to decide upon the
plans for meeting the German
attack with which we were
menaced, because of the collapse
of Russia. Clemenceau and
Foch at once attack Lloyd George
on the subject of man-power.
Haig's infantry is 114,000 below
strength, and he has been com-
pelled with dwindling resources
to increase his commitments by
taking over more front from the
French. As the Germans are
steadily reinforcing their armies
in the West, the obvious
course seems to be to make
good Haig's deficiencies. Our
Prime Minister waves his critics
aside, declares that this is do-
mestic matter in which the Ver-
sailles conference has no voice,
and hints at a social revolution if
the country is asked for more
men. He propounds an alter-
native plan, and proposes that
1918 should be devoted to knock-
ing out the Turk. The fact is
that Mr. Lloyd George's famous
Paris speech, delivered after the
Italian disaster at Caporetto,
was no mere outburst of emotion.
He sincerely believed the barrier
in the West to be impenetrable,
he could not endure the horrible
slaughter of the battlefields of
France, and he set his military
judgement against that of his
military advisers. Thinking any
reinforcement to Haig unneces-
sary, he refused to provide more
men; holding that our lines in
France were safe, he dreamed of
a brilliant campaign in the Holy
Land, to which both his own
Chief of Staff and Clemenceau
strongly objected. This, in itself
is serious enough, but worse
followed. Ludendorff penetrated
the barrier in the West and came
near to winning the war. The
men who had been refused were
found in a hurry, the troops who
had been kept in Palestine were
hurried to France. Then the
Prime Minister rose in his place
in the House, and after these
months of controversy on the
question of man-power, announced
that the Army in France was
"considerably stronger" than it
had been in the previous year,
and that the number of British
troops in Egypt and Palestine
was trifling. Inference—"I have
done all that man could do to win
the war, the blame rests with the
stupid soldiers who are fighting
with their backs to the wall."
When General Maistre publicly
challenged these statements, Mr.
Lloyd George carried the House
of Commons off its feet with one
of his amazing pyrotechnical
displays and won a majority of
187. The wrong cards were
carefully locked away, the right
cards found their way from sleeve
to hand. Inquiry into the worst
reverse ever suffered by the British
Army in its long history was

promised and skilfully postponed
until the tide of war had turned,
and attention was drawn from the
disastrous events of the spring of
1918. Haig's dispatches were
withheld and amended, and then,
before awkward questions could
be asked, while the memory of
victory was still fresh, the khaki
election was planned and carried
through. So one of the most
amazing blunders in the history
of war was forgotten: preparations
to meet an attack long foreseen
had been begun after the event,
and the price we had to pay for
that blunder was 300,000 casu-
alties and millions of pounds
worth of war material. Yet by
sheer political skill the arch-
blunderer was able to finish in the
limelight as the man who won the
war. Truly he was more right
than he knew when he said of
himself "I may know nothing of
military strategy but I do know
something of political strategy."

CAREER OF BARON KONDO.

The Late Head of the N.Y.K.

Besides being President of the
Nippon Yusen Kaisha, for many
years, the late Baron Kondo was
a Director of the Kirin Beer
Brewery Company, Ltd., the
Tokyo Marine Insurance Com-
pany and of the Inawashiro
Hydro-Electric Company. Born
in Yedo in November, 1848, he
studied at the Keio University,
and after graduating there,
entered the service of the Mitsui
Bishi firm. There he gained the
confidence of the late Mr.
Iwasaki Yataro, and his brother;
and in the early eighties was
appointed Manager of the Mitsui
Bishi offices in Yokohama. He
rendered great service in the
amalgamation of the Mitsui Bishi
Mail S.S. Co. and the Kyodo Unyu
Kaisha and was appointed a Vice-
President of the Nippon Yusen
Kaisha when it was organized to
take over the properties and
services of the two rival com-
panies. When the Sino-Japanese
war broke out in 1894, he ably
assisted the late Mr. Yoshikawa,
then the President of the
Nippon Yusen Kaisha in the
transportation of war material
and troops and in recognition of
this was rewarded with the
Fourth Order of Merit. On the
death of Mr. Yoshikawa, Baron
(then Mr.) Kondo succeeded to the
Presidency of the N.Y.K. He
went abroad several times on
inspection purposes. In con-
sideration of the long and meri-
torious services he rendered the
country in the development of
the shipping industry of Japan,
he was created a Baron and
decorated with the Second Order
of Merit in August, 1911.

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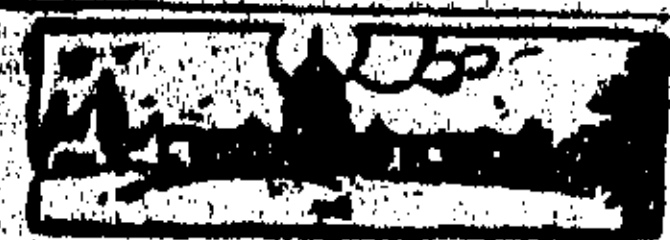
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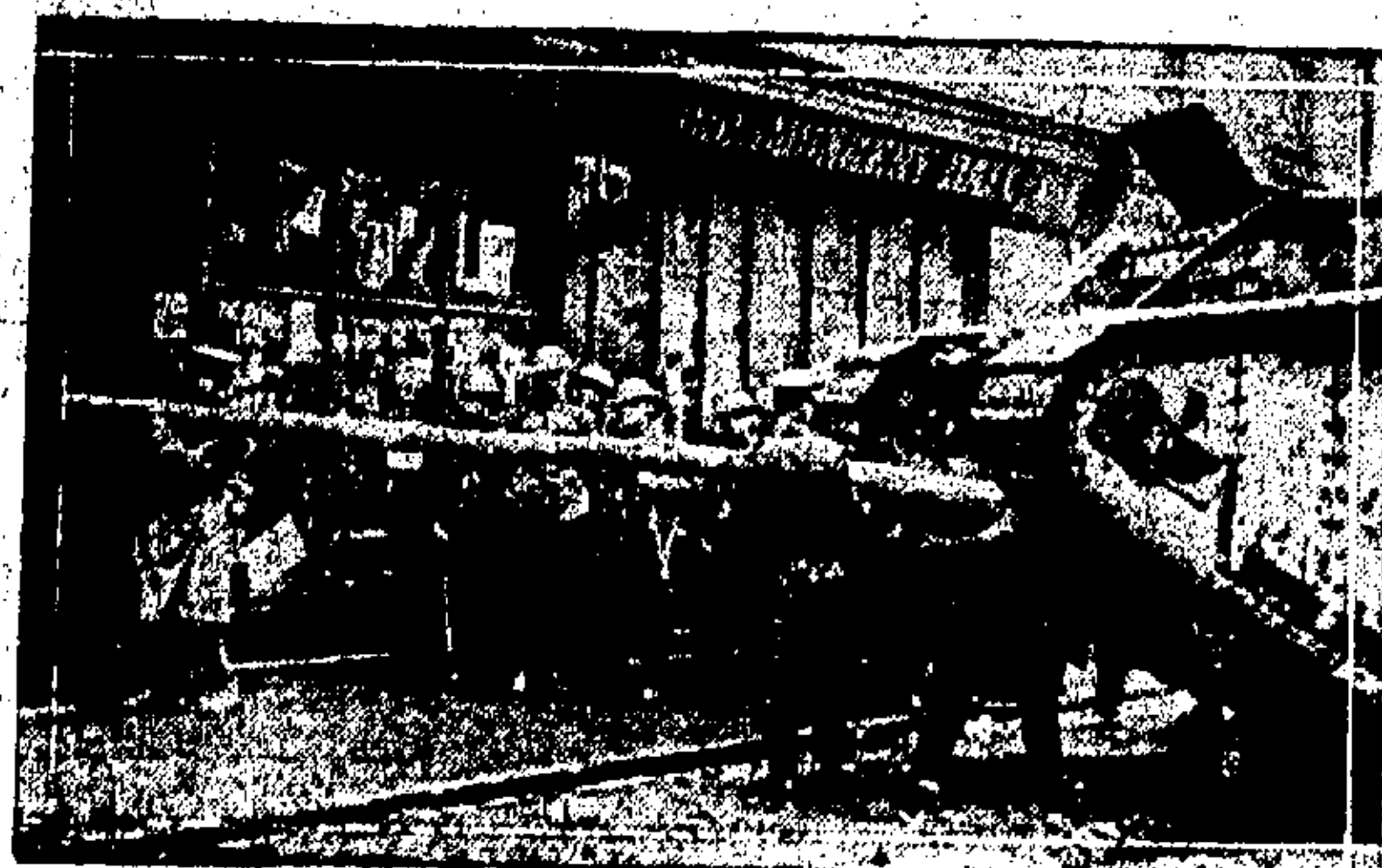
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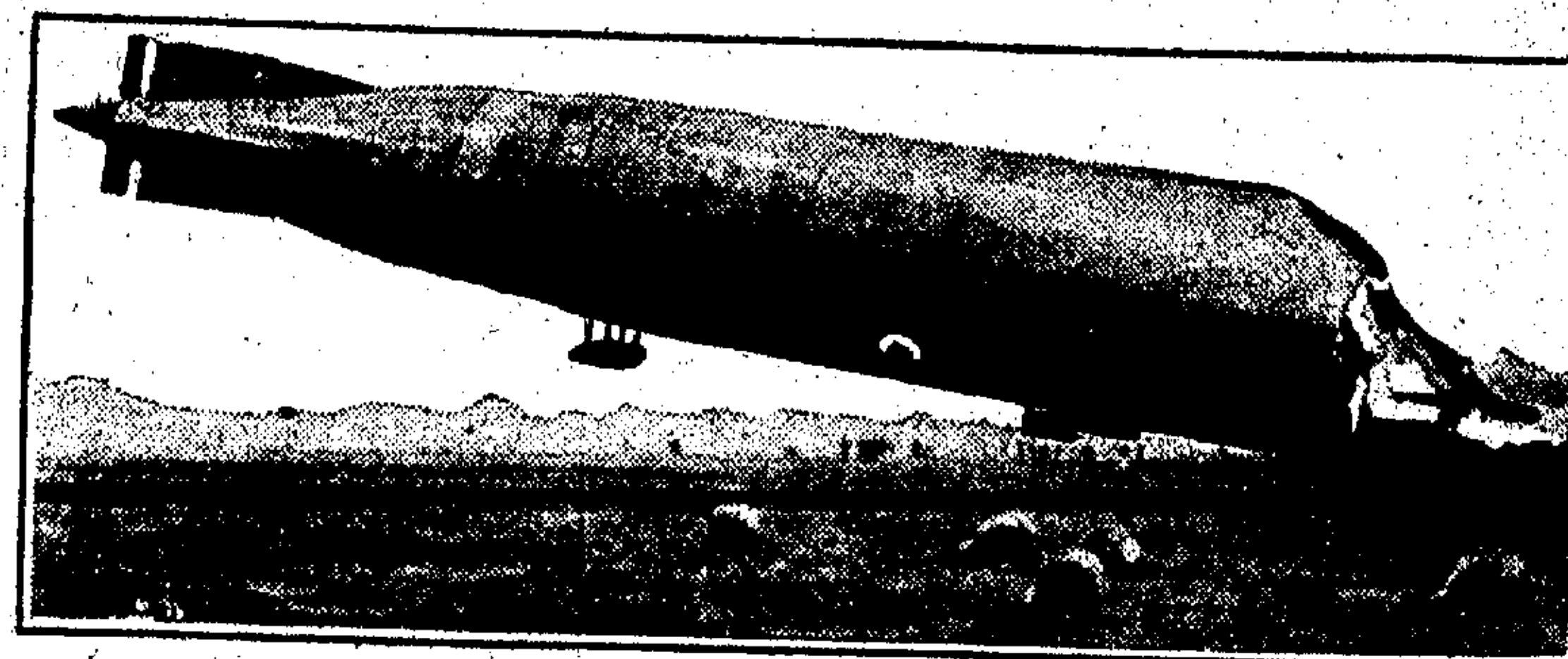
RAID BY IRISH POLICE.

Tanks and battering rams are used by the police and troops to batter down doors in search for murder suspects in connection with the ambush of constabulary near Dublin.



WALKED ACROSS CONTINENT.

Mary Owen, who has walked from the Atlantic to the Pacific, and is now on the return trip. She is a Kansas City girl.



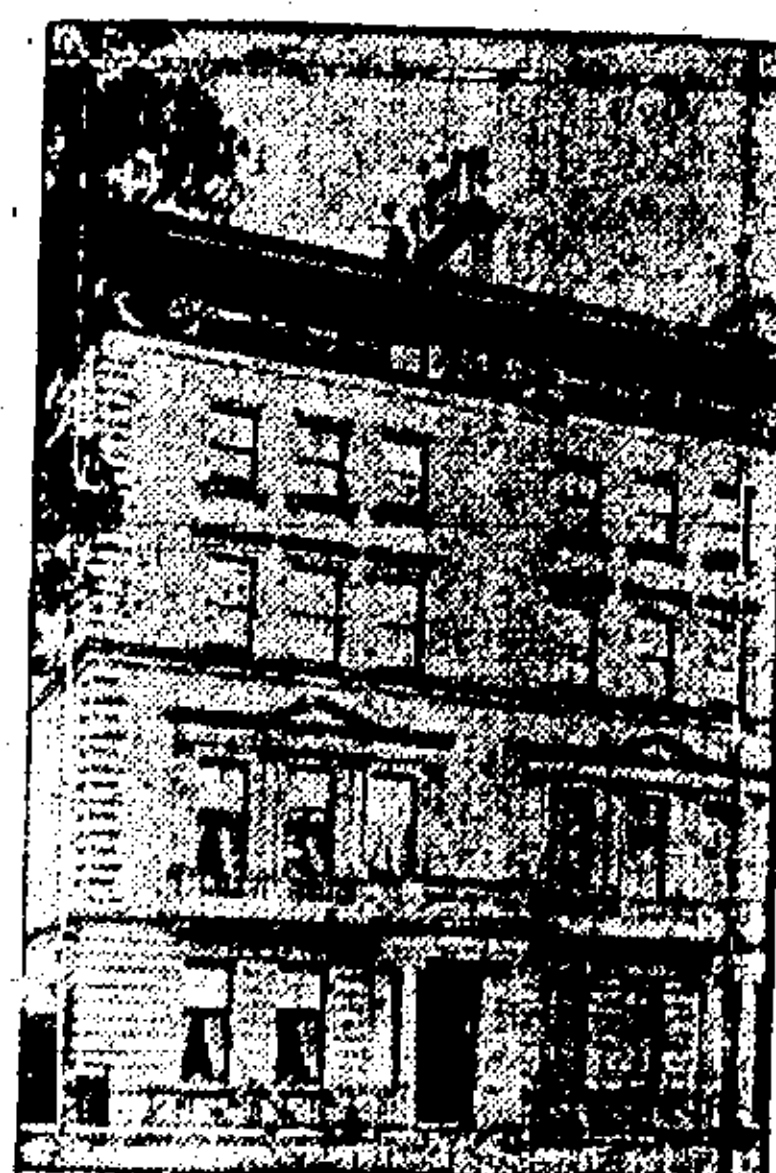
GIANT AIRSHIP WRECKED.

The British dirigible R-34, the world's greatest airship and the only one that ever crossed the Atlantic, is a total wreck. In a test flight, she hit a hill in Yorkshire and was badly crumpled up.



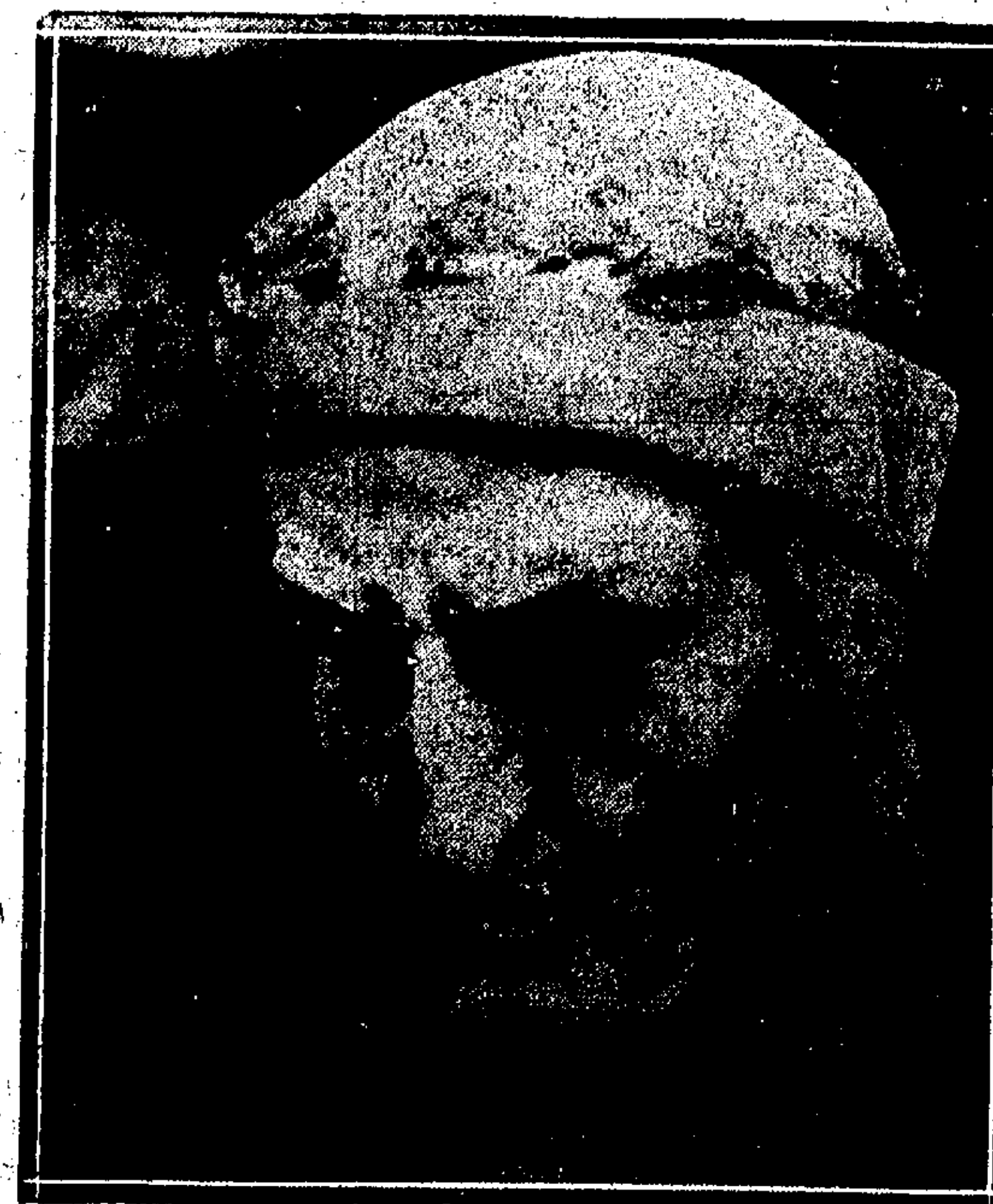
THE TORPEDO PLANE.

These torpedo carrying aeroplanes may easily prove fatal to big ships in the event of another war. With their tremendous speed they will be far more difficult to hit than submarines or destroyers.



NEW AMERICAN EMBASSY.

The gift of this fine building owned by Mr. J. P. Morgan, the New York financier, has been accepted by Congress as the future home of the U. S. Ambassador to Great Britain. It is located at Prince's Gate, Hyde Park.



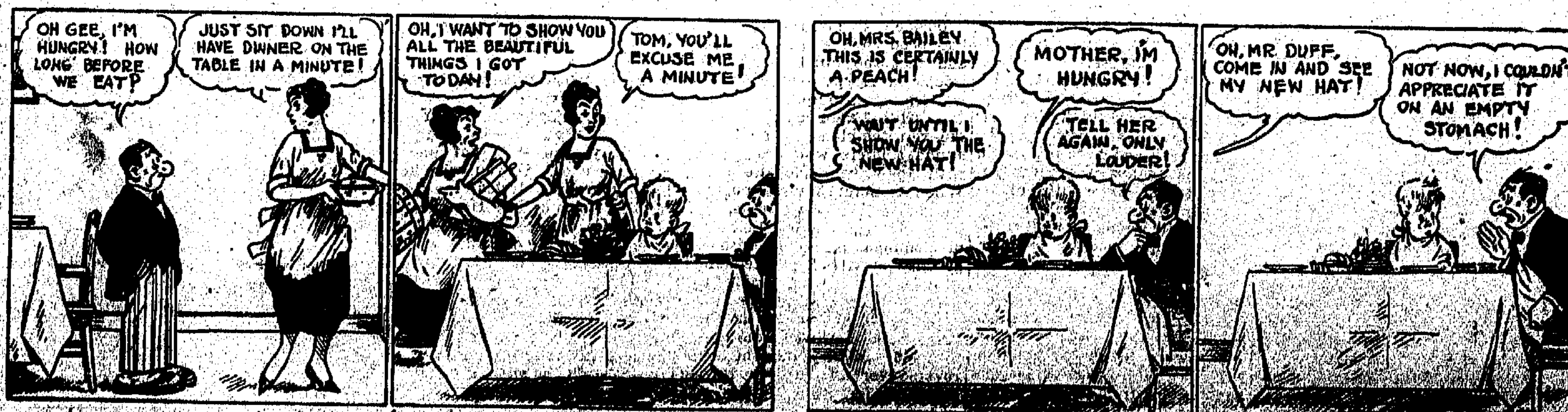
STATUE OF GREAT ITALIAN POET.

Statue of Dante, sculptured by Onorio Ruotolo, the Italian sculptor, on the anniversary of the 6th century of his death.

DOINGS OF THE DUFFS

Tom Can't Live on Hats!

BY ALLMAN



NOTICE.

AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.
HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	NICE
BARCELONA	GOTHENBURG	OSTEND
BASLE	HAMBURG	PARIS
BERLIN	HAVRE	PETROGRAD
BORDEAUX	KOBE	RIO DE JANEIRO
BREMEN	LONDON	ROTTERDAM
BRUSSELS	LIVERPOOL	ROME
BUENOS AIRES	LUCERNE	SOUTHAMPTON
CAIRO	MANCHESTER	STOCKHOLM
CHRISTIANIA	MANILA	TORONTO
COBLENZ	MARSEILLES	VALPARAISO
COPENHAGEN	MONTIVIDEO	WINNIPEG
EDINBURGH	MONTREAL	YOKOHAMA
GENOA	NAPLES	

In Process of Organization.

ALEXANDRIA	CALCUTTA	SINGAPORE
ATHENS	HAVANA	TIENSIN
BOMBAY	PEKING	WARSAW

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OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.

Advice on Packing, Shipping Routes, Foreign Custom Requirements.

Credit Information, Market and Trade Reports.

Financing of Imports and Exports.

Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.

Bills of Exchange negotiated and collected.

Mail and Cable Payments effected.

Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Francs, Pesos, Taels and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

LITTLE FOLKS' CORNER.

ADVENTURES OF THE TWINS.

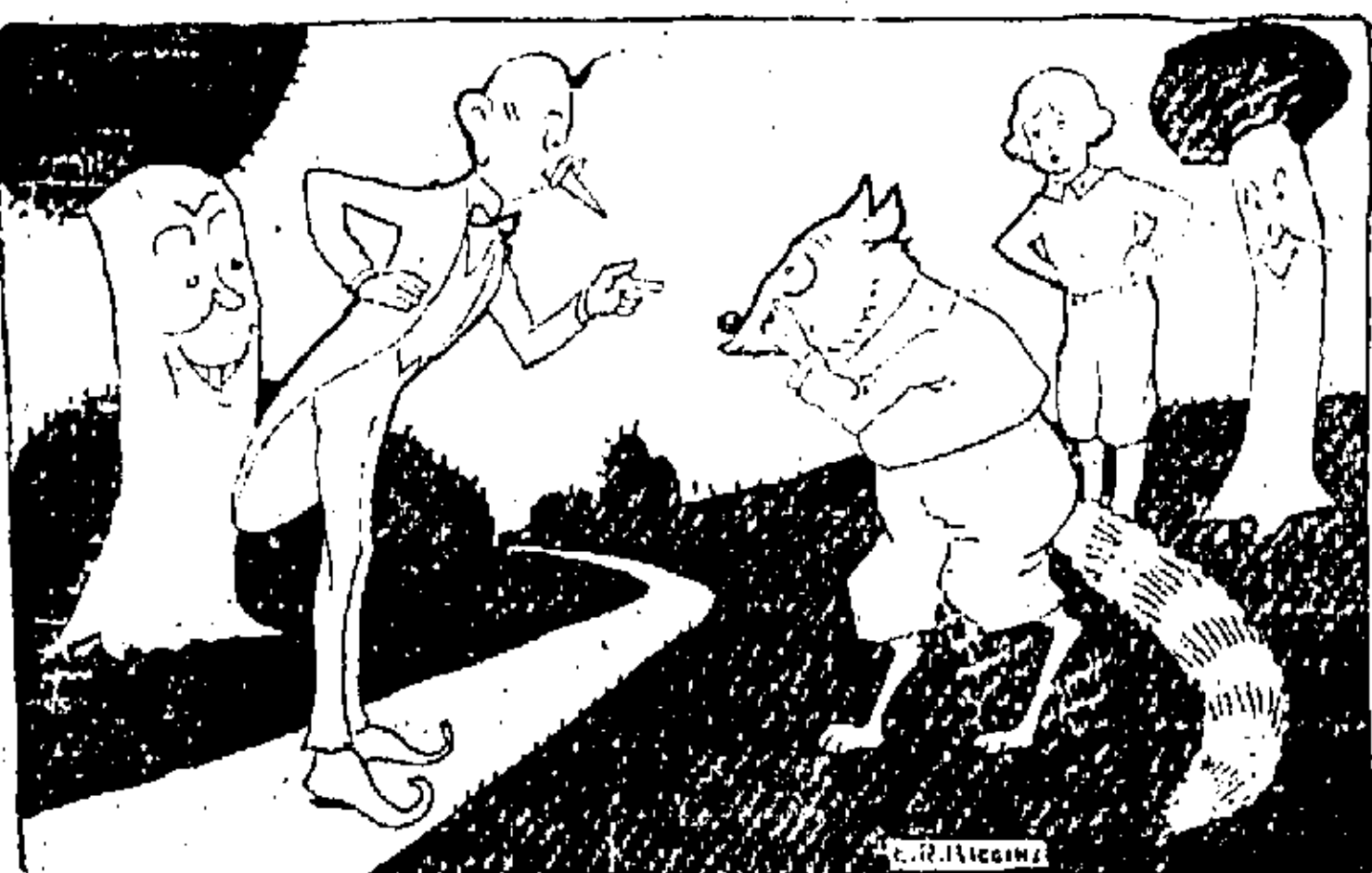
COBBY COON FORGETS.

All the Meadow Grove pupils were standing in a row waiting to start the game called, "Balancing the Grape." They looked almost as anxious, when Nick went along the line placing a grape carefully upon each one's nose, as if they were in school instead of at a picnic, and Mr. Scribble Scratch, the fairyman schoolmaster, giving them an examination in readarithmetic.

It wasn't easy to run a race with a grape on the end of one's nose, and it was necessary to keep the grape on it if one wished to win the prize.

Well, Nick went along the line, and pretty soon everybody had a grape. Ben Bunny, Jr., and Cutie Cottontail had a dreadful time, for their noses would wiggle, and their grapes rolled perilously near to the dropping off place.

But when Nick came to Cobby Coon, Cobby took his paw and



"Oh, gracious, I forgot!" cried Cobby putting up his paw. And the grape wouldn't come off at all!

squeezed the grape down gently. There it stuck as tight as a postage stamp on the honey he had slyly put there.

Finally everybody was ready and Nick said, "Go!" In about one hop Teddy Toad lost his grape, in about two hops Freddie Frog lost his, then Ben Bunny, Jr., went, and Cutie Cottontail's next. Chippie Chipmunk, Scampy Squirrel and the Mink boy dropped theirs next. But Cobby Coon ran right ahead, the grape on his nose never budging. He wasn't three feet away from the willow tree and everybody was calling out, "Bravo! Cobby Coon wins!" when he saw Chuckie Chicken near a fence, and Cobby just couldn't resist chasing him. Pretty soon he came back puffing and blowing and forgetting all about the grape stuck on his nose.

"How come?" asked Mr. Scribble Scratch, peering over his glasses.

"Oh, gracious, I forgot!" cried Cobby, putting up his paw. And mind you, the grape wouldn't come off at all!

Cobby sneaked home.

(To be continued to-morrow.)

COMMERCIAL NEWS.

HOSIERY TRADE OF JAPAN.
The hosiery trade of Japan, the output of which for a year once exceeded Yen 60,000,000, has been affected by the bad market, and the output has been reduced about one-third.

LABOUR TROUBLE ON NEW YORK CENTRAL.

The representatives of labour employed on the New York Central promptly rejected the reductions in wages proposed by the Railroad Company, and declined to accept the request of the Railroad Labour Board to adjust the question. An official announcement has been made, that the reductions will be put in force on and after April 1st.

AMERICA'S FOREIGN TRADE.

Secretary of Commerce Hoover has announced that he will confer shortly with the directors of the United States Chamber of Commerce, in order to devise methods of closer co-operation between the Department and the Chamber in the development of foreign trade. He said he would investigate the foreign trade statistics, which some authorities declared did not accurately reflect the business of 1920.

ARMOUR PACKING CO.'S PLANS.

The Armour Packing Company has called an election at all its plants, at which the employees will elect representatives to form an industrial democracy in which the employees and employers will have equal representation. It will settle all matters relating to working conditions, wages and hours. The Armour plants will elect a temporary board, which will work out permanent plans. Eventually they will have a party conference board of five members from each party and a general conference board of three members, selected by all the plants.

BUSINESS AT HARBIN.

Many foreign firms are reported to be preparing for the opening of branch houses in Manchuria, since the announcement of the resumption of communications with Transbaikalia. It is understood that the Russo-Asiatic Bank and the Chinese American Bank of Commerce have already instructed their agents to open offices at Manchuria Station. Local commercial circles are jubilant over the prospect of the Chinese Eastern Railway reducing its freight rates. Should the measure go into effect it will again be possible to ship grain to Europe by way of Vladivostok.

MANILA MARKETS.

Messrs. Warner, Barnes and Co., Ltd. in their latest circular to hand state:—The hemp market has ruled dull with few transactions and prices have further declined. Firmer news coming from the American sugar market, due to the probability of a minimum price being fixed by the Cuban Government, our planters raised their ideas. The copra market is very dull and the decline in prices continues. Arrivals continue scarce and the province-dealers report that producers are not making much copra on account of the low prices prevailing. The coal market is steady at last quotations. Partial strikes have occurred in Australia, which makes that market very uncertain. The rice market was quiet at unchanged prices during the first week of last fortnight, but subsequently became excited on account of the adoption of a law by the Philippine Legislature, authorizing the Governor-General to suspend the importation of rice into the islands, prices advancing P2.00 to P3.00 per cavan. Owing to the increase in price the demand has fallen off considerably. Up to the present, the executive has not given effect to the provisions of the law above mentioned. The price of rice in Saigon continues unchanged, although the market there is weaker and exporters would probably accept lower prices. Some 80,000 sacks of Saigon rice are expected to arrive during the next fortnight. The price of wheat in America is advancing and market is consequently strong.

RELATIONS WITH THE BANKING GROUP.

China's Gabelle Surplus.

A Peking report states that at the request of the Chinese Government, the banking group there has delivered to the former \$1,947,000 salt gabelle surplus for February, from which the necessary payments had been deducted.

The net salt revenue, after meeting administrative expenses, which was paid in to the group of banks during 1920 amounted to \$79,064,103, which was a decrease of \$1,572,400 compared with 1919, but an increase of \$7,498,583 compared with 1918.

All obligations secured by the salt revenue were fully met, and the surplus funds released in 1920 to the Chinese Government amounted to \$6,019,879 (including \$6,036,494 received from the Maritime Customs). Of this amount, however, some \$24,000,000 represent sums either retained locally or appropriated by the provincial authorities, or military commanders.

EXCHANGE.

(Opening Rate; closing Rate on Page 1).

SELLING	
T/T	2/4 1/2
Demand	2/4 5/8
30 d/s	
60 d/s	
4 m/s	2/5
T/T Shanghai	Nom.
T/T Singapore	102 1/2
T/T Japan	96 1/2
T/T India	180
Demand, India	
T/T San Francisco	47
T/T Java	135
T/T Marks	Nom.
T/T France	6 7/8
Demand, Paris	
BUYING	
4 m/s. L/C	2/6 3/8
4 m/s. D/P	2/6 3/4
6 m/s. L/C	2/7
30 d/s. Sydney and Melbourne	2/8 1/2
30 d/s. San Francisco	50
co & New York	
4 m/s. Marks	Nom.
4 m/s. France	7 3/8
6 m/s. France	7 5/8
Demand, Germany	
Demand, New York	47 1/2
T/T Bombay	Nom.
Demand, Bombay	180
T/T Calcutta	Nom.
Demand, Calcutta	180
On Yokohama	96 1/2
Demand, Manila	105
Demand, Singapore	102 1/2
On Haiphong	Nom.
On Saigon	
On Bangkok	88 1/2
Sovereign	Nom. 8.10
Gold leaf per Tael	51.40
Bar Silver, ready	33 3/8
forward	33
Bank of England rates 7%	
New York/London	3.91 1/4

SUBSIDIARY COINS.

H'kong 50 cts. pieces	par.
10	1 1/2 p.m.
5	1 1/2 dis.
Canton subcoins	15.1% dis.

Hongkong Mar. 31, 1921.

PEAK TRAMWAYS CO., LTD.

WEEK DAYS.	
7.00 a.m. to 8.10 a.m.	Every 15 min.
8.10 a.m. to 9.30 a.m.	10 min.
9.30 a.m. to 10.00 a.m.	15 min.
10.00 a.m. to 12.30 p.m.	15 min.
12.30 p.m. to 2.30 p.m.	15 min.
2.30 p.m. to 5.00 p.m.	15 min.
5.00 p.m. to 8.10 p.m.	10 min.
NIGHT CARS.	
8.10 p.m. to 9.30 p.m.	Every 15 min.
9.30 p.m. to 11.30 p.m.	10 min.
11.30 p.m.	15 min.
SATURDAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 min.
10.30 a.m. to 12.00 noon	10 min.
12.00 noon to 1.00 p.m.	15 min.
1.00 p.m. to 5.30 p.m.	15 min.
5.30 p.m. to 6.00 p.m.	10 min.
6.00 p.m. to 6.30 p.m.	15 min.
6.30 p.m. to 8.10 p.m.	10 min.
SUNDAYS.	
7.30 a.m. to 10.30 a.m.	Every 15 min.
10.30 a.m. to 12.00 noon	10 min.
12.00 noon to 1.00 p.m.	15 min.
1.00 p.m. to 5.30 p.m.	15 min.
5.30 p.m. to 6.00 p.m.	10 min.
6.00 p.m. to 6.30 p.m.	15 min.
6.30 p.m. to 8.10 p.m.	10 min.

NIGHT CARS.
As on Week Days.
SPECIAL CARS.
At the rate of 2.00 per hour, plus 10% for extra mileage.
AT THE PEAK TRAMWAYS COMPANY'S OFFICE,
100, ALEXANDER ROAD, HONG KONG.

YOU CANNOT AFFORD TO BE WITHOUT THEM

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN PLEECES, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

SHIU FUNG TAI & CO.
Sole Agents for Hongkong and South China.
47 and 48 Canossa Road Central, Hongkong.
Telephone No. 1239.

BANKS.

ASIA BANKING CORPORATION.
(AN AMERICAN BANK)

CAPITAL ... U.S. \$4,000,000.
SURPLUS & UNDIVIDED PROFITS ... U.S. \$1,489,000.

HEAD OFFICE: NEW YORK, U.S.A.
BRANCH: SAN FRANCISCO

HEAD OFFICE FOR THE ORIENT:

SHANGHAI

PEKING

MANILA

SINGAPORE

TIENSIN

CANTON CHANGSHA HANKOW

All Descriptions of Banking business transacted.

Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us.

Payable throughout the world.

D. M. BIGGAR,

Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital, \$50,000,000.00

Paid up Capital, 12,279,800.00

Reserve Funds, 7,796,023.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 2021

Connaught Road Central Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

New York Bankers:—The Irving National Bank.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYEE PEI

Manager.

Hongkong, 20th January, 1921.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

Capital ... P. 150,000,000

Paid-up Capital ... P. 75,000,000

Reserve Funds ... P. 60,000,000

Deposits ... P. 885,000,000

The Chinese Government owns one-third of the Capital.

Chairman of the Board of Directors: Andre Germain

General Manager:—A. J. Fournier

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS

BRANCHES:

Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, London, Lyons, Shanghai, Tientsin, Yokohama

IN FRANCE: Societe Generale pour favoriser le developpement du Commerce et de l'Industrie en France

IN LONDON: London Joint City and Midland Bank Limited

IN SAN FRANCISCO: Crocker National Bank

Centres of the World.

Telegraphic Address: CHIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold, Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. MONTARGIS,

Manager.

Hongkong, 20th January, 1921.

BANQUE DE L'INDO-CHINE

(FRENCH BANK)

Head Office: 16 bis Rue La Fayette, Paris

Capital ... P. 400,000,000

Reserve ... P. 60,000,000

BRANCHES AND AGENTS:

Bangkok, Batavia, Calcutta, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, London, Lyons, Shanghai, Tientsin, Yokohama

IN FRANCE: Comptoir National d'Escompte de Paris, Credit Lyonnais, Banque de Paris et des Pays-Bas, Credit Industriel et Commercial, Societe Generale

IN LONDON: The National Provincial and Union Bank of England Ltd., Comptoir National d'Escompte de Paris, Credit Lyonnais

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MANSOT,

Acting Manager.

Hongkong, October 21st, 1919.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office: 15, Oldchurch Lane, London, E.C. 4.

Authorized Capital ... P. 25,000,000

Subscribed Capital ... P. 1,800,000

Paid up Capital ... P. 1,000,000

Reserve Fund ... P. 1,000,000

BANKERS:

The Bank of England.

The London Joint City & Midland Bank, Ltd.

BRANCHES:

Bombay, Calcutta, Colombo, Delhi, Hongkong, Kanton, London, Lyons, Madras, Manila, Penang, Peking, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balances, and on Fixed Deposits at rates which may be ascertained on application.

N. O. WILSON,

Acting Manager.

Hongkong, 14th December, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central, Hongkong Branch: Russian Consession.

DOMESTIC & FOREIGN BANKING.

SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear Interest at Rates 2%, 4%, 5%, respectively.

J. USING-LY,

Manager.

Hongkong, 7th July, 1919.

THE CHINESE MERCHANTS BANK, LTD.

Head Office: 10, Queen's Road Central, Hongkong.

Authorized Capital ... P. 1,000,000

Subscribed Capital ... P. 1,000,000

Paid up Capital ... P. 1,000,000

Reserve Fund ...

PACIFIC SHIPPING.

C.P.O.S.

SAILINGS

HONGKONG to VANCOUVER
via Shanghai, Nagasaki, Moji, Kobe & Yokohama.

Steamers	From Hongkong	Due Vancouver
Empress of Asia	Mar. 31	Apr. 18
Monteagle	Apr. 7	May 1
Empress of Russia	Apr. 25	May 16
Empress of Japan	May 17	June 7
Empress of Asia	May 26	June 13
Monteagle	June 14	July 8
Empress of Russia	June 23	July 11
Empress of Japan	July 7	July 28
Empress of Asia	July 21	Aug. 8
Empress of Russia	Aug. 18	Sept. 5
Empress of Japan		

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing desired prior to, and as far in advance as possible, their departure from the Orient. Traffic conditions on the Atlantic are congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For fares and other information please apply to
HONGKONG OFFICE.
Telephone 726. Cable address GACANPAC
CANADIAN PACIFIC OCEAN SERVICES, LTD.

T. K. K.
TOYO KISEN KAISHA

HONGKONG to SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS	TONS	LEAVE HONGKONG
TENYO MARU	22,000	Apr. 3rd
SHINYO MARU	22,000	Apr. 27th
PERIA MARU	9,000	May 14th
TAIYO MARU	20,000	May 25th
SIBERIA MARU	20,000	June 10th

* Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AYRES.			
STEAMERS.	TONS.	LEAVE HONGKONG.	
* HAYO MARU	12,000.	Apr.	9th.
SEIYO MARU	14,000.	May	15th.
* TOKUYO MARU	12,000.	June	10th.
RAKUYO MARU	17,500.	July	11th.

* For cargo only.

For full information regarding passengers, freight, and sailings apply to:-

Y. TSUTSUMI, Manager.
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.
GREEN STAR LINE

Operating for Eastern services for account of the
UNITED STATES SHIPPING BOARD.
TO NEW YORK & BALTIMORE.

"EURANA" 31st March.

TO SAIGON DIRECT.

"EURANA" 31st March.

TO SEATTLE & VANCOUVER.

"WEST IVIS" 31st March.

TO MANILA.

"WEST IVIS" 31st March.

TO SAN FRANCISCO.

"WEST JENA" 25th April.

Also, cargo accepted for transshipment at San Francisco and or Seattle to weekly sailings for
NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE, PHILADELPHIA, NEW YORK, BOSTON.

Through bills of lading issued to all U.S. and Canadian Overland Common Points.

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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS		
S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
5,000 tons	11,000 tons	10,300 tons

SAILING FROM HONGKONG for SAN FRANCISCO
via Shanghai, Japan Ports and Honolulu

S.S. "NANKING"	S.S. "NILE"	S.S. "CHINA"
March 31st	April 21st	May 18th

SAILING FROM HONGKONG for MANILA
S.S. "NANKING" June 4th.

SAILING FROM HONGKONG for SINGAPORE
S.S. "NILE" April 3rd.
S.S. "CHINA" April 30th.

AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

G. T. SURBIDGE, FREIGHT & PASSENGER AGENT,

PRINCE BUILDING, ICE HOUSE STREET.

GENL. PASSENGER DEPT. TEL. FREIGHT DEPT. & AGENT

No. 1034 No. 2161.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG FOR NEW YORK VIA PANAMA.

STEAMERS	SAILING DATE
"MELVILLE DOLLAR"	MAY 18TH.
"HAROLD DOLLAR"	JUNE 1ST.
FOR VANCOUVER.	
"MELVILLE DOLLAR"	MAY 18TH.
"HAROLD DOLLAR"	JUNE 1ST.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

THE ROBERT DOLLAR Co.
GENERAL POST OFFICE BUILDING TEL. 792.
THIRD FLOOR 795.



Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.

For MANILA.

S.S. WENATCHEE Sailing May 3rd.
For VICTORIA, B.C. & SEATTLE, Wash.

Calling Shanghai and Japan Ports.

S.S. WENATCHEE Sailing May 14th.
S.S. KEYSTONE STATE Sailing July 5th.
S.S. WENATCHEE Sailing July 25th.
S.S. KEYSTONE STATE Sailing Sept. 17th.

Information regarding rates, accommodations etc., Apply to

THE ADMIRAL LINE
Telephones 2477 & 2478. 5th Floor Hotel Mansions.

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, VICTORIA, VANCOUVER, TACOMA.

Freight only.

(Calling at Shanghai and Japan ports.)

CROSSKEYS For Seattle About April 21st.

CROSSKEYS For Manila About April 21st.

For PORTLAND direct.

(Calling at Kobe and Yokohama.)

Freight only.

MONTAGUE April 16th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

Wm. H. WEBB About April 11th.

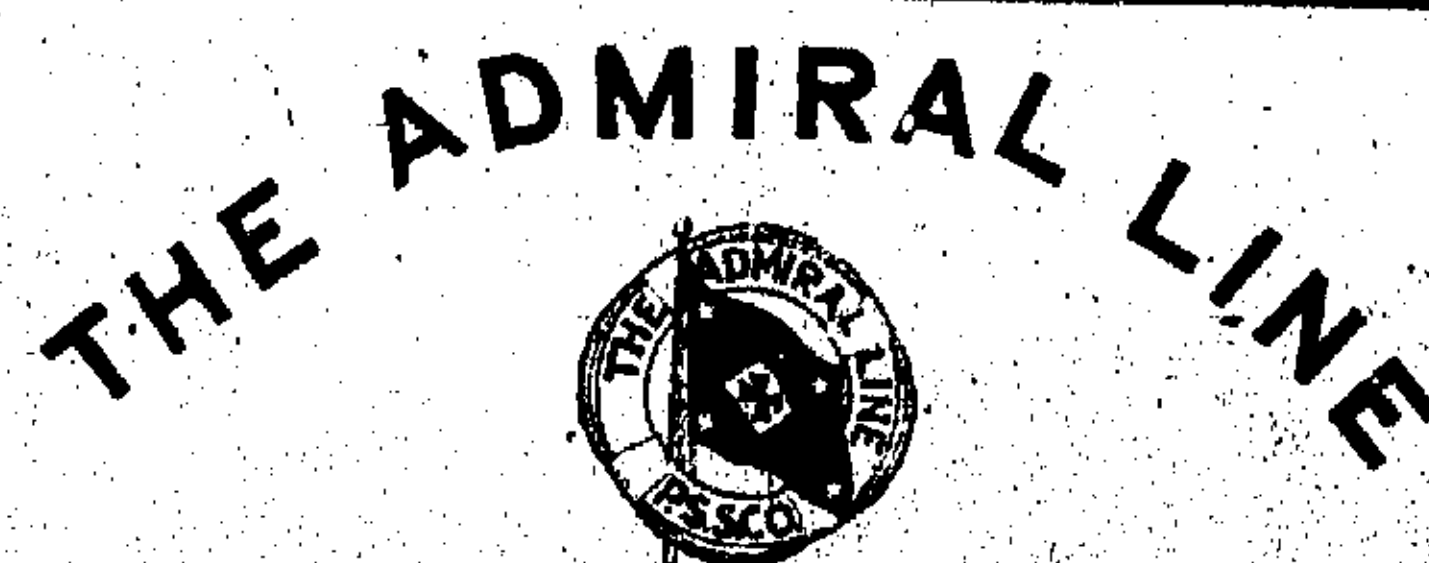
For freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor Hotel Mansions.



THE PACIFIC STEAMSHIP CO.
REGULAR SERVICE

To & From
SAIGON-SINGAPORE-SUMATRA JAWA PORTS.

OPERATING THE FOLLOWING U.S.S. STEAMERS

CADARETTA April 11. LAKE ONAWA May 19.

LAKE FARRAR April 20.

Through bills of lading issued to all United States.

Pacific Coast and Overland Points.

For full Particulars and Rates Apply to:-

THE ADMIRAL LINE

5th FLOOR HOTEL MANSIONS BUILDING.

Tel. Add. Admiralline Telephone 2477 & 2478.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the
"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. N. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co. Ltd.)

Sailings from Hongkong.

"KANDAHAR" Sailing 6th April.

"CITY OF DUNKIRK" 20th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON

VERENIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila

and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
ALDERAMIN	April	Amsterdam & Hamburg	10th April.
BOEROE	May	Amsterdam & Hamburg	20th May.
ALCOR	June	Rotterdam & Hamburg	20th June.
ALCHIBA	July	Amsterdam & Hamburg	20th July.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to

Singapore and Belawan Deli.

on the 2nd April.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.

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CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "HWAH PING" Sailing on 9th April.

S.S. "VICTORIA" Sailing on 29th April.

For Freight and Passage apply to:-

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Agents.

Tel. 3307.

113, Connaught Road Central.

SAILING DATES.

Europe, U.S.A., Etc.

Wm. H. Webb	A. L.	Apr. 2
Van Cloon	J. C. J. L.	Apr. 2
Tenyo M.	T. K. K.	Apr. 2
Delight	F. W. Co.	Apr. 2
Sado M.	N. Y. K.	Apr. 2
Nankin	F. & O.	Apr. 2
Ningchow	B. & S.	Apr. 2
Tyndareus	B. & S.	Apr. 2
Kandahar	B. L.	Apr. 2
Egremont	D. & Co.	Apr. 2
Monteagle	C. P. O. S.	Apr. 2
Eastern	P. & O.	Apr. 2
Hway Ping	C. & A. Co.	Apr. 2
Hayo M.	T. K. K.	Apr. 2
Aldaramin	J. C. J. L.	Apr. 2
Cadaretta	A. L.	Apr. 2
Thesus	B. & S.	Apr. 2
Ateus	B. & S.	Apr. 2
Dunera	P. & O.	Apr. 2
Kitao M.	N. Y. K.	Apr. 2
Khyber	P. & O.	Apr. 2
Kito	B. L.	Apr. 2
Idomeneus	B. & S.	Apr. 2
Nikko M.	N. Y. K.	Apr. 2
Swazi	B. L.	Apr. 2
Ajax	B. & S.	Apr. 2
Montague	A. L.	Apr. 2
Trieste	D. & Co.	Apr. 2
Kashima	M. N. Y. K.	Apr. 2
C. of Dunkirk	B. L.	Apr. 2
Lake Farrar	A. L.	Apr. 2
Tijmanook	J. C. J. L.	Apr. 2
Nile	C. M. Co.	Apr. 2
Crosskeys	A. L.	Apr. 2
Carnarvonshire	J. M. Co.	Apr. 2
W. Jena	B. & S.	Apr. 2
Elpenor	B. & S.	Apr. 2
Shinyo M.	T. K. K.	Apr. 2
Victoria	C. & A. Co.	Apr. 2
Changsha	B. & S.	Apr. 2
Dilwara	P. & O.	Apr. 2
Antilochus	B. & S.	Apr. 2
Nanatches	A. L.	Apr. 2
Seiyo M.	N. Y. K.	Apr. 2
Suwa	N. Y. K.	Apr. 2
Aki M.	N. Y. K.	Apr. 2
Demodocus	B. & S.	Apr. 2
China	C. M. Co.	Apr. 2
Melville	R. D. Co.	Apr. 2

Japan, Coast Ports, Etc.

Soudan	P. & O.	Apr. 1
Loongsang	J. M. Co.	Apr. 1
Hangsang	J. M. Co.	Apr. 1
Chipshing	J. M. Co.	Apr. 1
Tijlatap	J. C. J. L.	Apr. 1
Sutyang	B. & S.	Apr. 1
Kaifong	B. & S.	Apr. 1
Changchow	B. & S.	Apr. 1
Haiching	D. L. Co.	Apr. 1
Teopao	J. M. Co.	Apr. 1
Dakar M.	N. Y. K.	Apr. 1
Kueichow	B. & S.	Apr. 1
Kanchow	B. & S.	Apr. 1
Szechuen	B. & S.	Apr. 1
Haihong	D. L. Co.	Apr. 1
Chaksang	J. M. Co.	Apr. 1
G. Apar	P. & O.	Apr. 1
Loksang	J. M. Co.	Apr. 1
Macassar	D. & Co.	Apr. 1
Tottori	M. N. Y. K.	Apr. 1
Wingsang	B. & S.	Apr. 1
Sunning	B. & S.	Apr. 1
Cheribon	D. & Co.	Apr. 1
Fooksang	J. M. Co.	Apr. 1
Nagoya	P. & O.	Apr. 1
Aki M.	N. Y. K.	Apr. 1
Tjipanas	J. C. J. L.	Apr. 1
Tjitaroen	J. C. J. L.	Apr. 1
Persia	D. & Co.	Apr. 1
Iyo M.	N. Y. K.	Apr. 1
Rangoon M.	N. Y. K.	Apr. 1
Wakasa M.	N. Y. K.	Apr. 1
Kamakura M.	N. Y. K.	Apr. 1
Kanowna	P. & O.	Apr. 1
Pyrhus	B. & S.	Apr. 1
Protesilaus	B. & S.	Apr. 1
Lake Onawa	A. L.	Apr. 1
Kawachi	N. Y. K.	Apr. 1

THE HONGKONG & WHAMPOA DOCK CO., LTD.

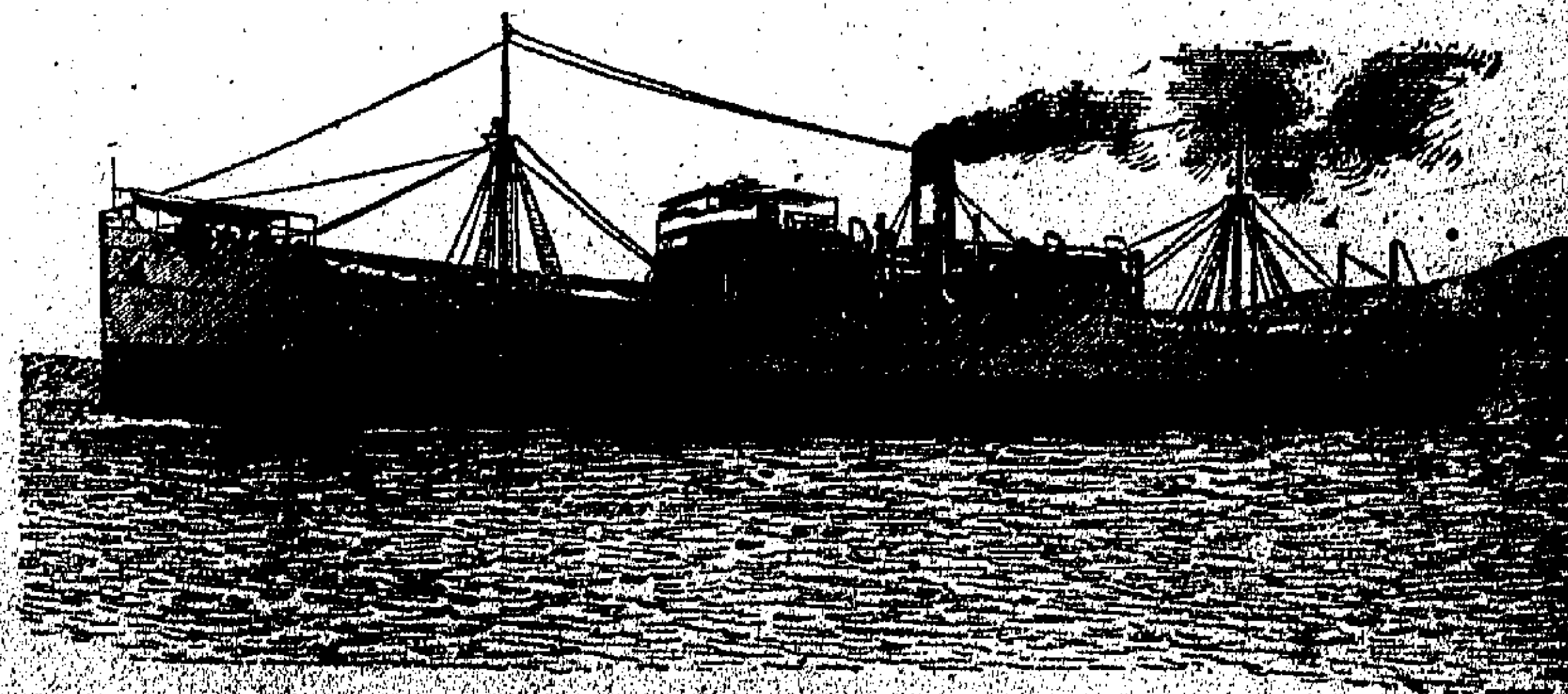
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S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W. : 5,195 ton gms

Built and owned by The Hongkong & Whampoa Dock Co., Ltd.

Chartered to the British Government.

Please refer to the Hongkong & Whampoa Dock Co., Ltd.

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P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES incorporated in ENGLAND

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
NANKIN	7,000	4th Apr.	M's, London & Antwerp.
DUNERA	5,400	17th Apr.	S'pore, Colombo & B'bay.
KHYBER	9,000	15th Apr.	M's, London & Antwerp.
SOUHAN	7,000	29th Apr.	M's, London & Antwerp.
DILWARA	5,378	3rd May	S'pore, Colombo & B'bay.

BRITISH INDIA-APCAR SAILINGS (South)

GREGORY A.	4,649	8th Apr.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	9th Apr.	Melbourne via Sandakan, Thursday Island, Townsville, Brisbane and Sydney.
KANOWNA	7,000	2nd May	

SAILINGS TO SHANGHAI & JAPAN.

SOUHAN	6,696	1 Apr. 10 a.m.	Shanghai, Moji & Kobe.
DUNERA	5,400	5th Apr.	Shanghai only.
NAGOYA	7,000	11th Apr.	Shanghai & Japan.
KANOWNA	7,000	16th Apr.	Japan direct.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24ft. X 2ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.
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NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KASHIMA MARU (Omitting Manila) Wednesday, 20th Apr., at 11 a.m.

SUWA MARU Friday, 6th May, at 11 a.m.

KUSHI MARU (Omitting Manila) Tuesday, 31st May at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

SADO MARU Monday, 4th April, at 11 a.m.

KITANO MARU Friday, 15th April, at 11 a.m.

INABA MARU Friday, 29th April, at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

MEI BOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU Tuesday, 19th Apr., at 11 a.m.

AKI MARU Tuesday, 17th May, at 11 a.m.

NEW YORK via Suez.

SOUTH AMERICAN PORTS via Cape.

KAWACHI MARU (Sailing from Singapore) Wed., 11th May.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU Friday, 22nd April.

CALCUTTA & RANGOON via Singapore & Penang.

TOTTORI MARU Wednesday, 6th April.

RANGOON MARU Sunday, 17th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU Tuesday, 12th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAMO MARU Friday, 1st April, at 10 a.m.

KAMAKURA MARU Tuesday, 12th April.

DAKAR MARU Wednesday, 13th April.

IYO MARU Friday, 15th Apr., at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilatjap	Java	in port	2nd Apr.	Java
Tjikini	Shanghai	in port	31st Mar.	Java
Tjipanas	Swatow	6th Apr.	10th Apr.	Java
Tjitaroen	Japan	13th Apr.	15th Apr.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

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JAVA PACIFIC LIJN.
NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
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Telephone No. 1574. Yok Buildings.

Shipping to Europe, Australia, and other Ports.

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Regular Sailings to
FOR NEW YORK and or BOSTON.

S.S. "EGREMONT CASTLE"

Sailing on or about 6th April.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through B/Lading.

S.S. "TRIESTE" Sailing on or about 19th April.

S.S. "PERSIA" Sailing on or about 19th May.

FOR SHANGHAI & JAPAN.

S.S. "PERSIA" Sailing on or about 15th April.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONKONG & JAVA.

FOR JAPAN.

S.S. "MACASSAR MARU" Sailing on or about 6th April.

FOR JAVA.

S.S. "CHERIBON MARU" Sailing on or about 9th April.

OCEAN TRANSPORT CO., LTD.

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Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

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DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
CHANGSHA	25th April.	30th April.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For	Steamer	Sailing.
LONDON, AMSTERDAM, ROTTERDAM & HAMBURG.....	"KIOTO"	16th April.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	* Due Hongkong.
"GLENIFFER"	14th April.
"GLENLYLE"	28th April.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
"CARNARVONSHIRE"	24th Apr.	GENOA, LONDON & R'DAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

Agents. Telephone No. 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
T'SIN via W'wei & C'foo	Chipsing	Fri. 1st Apr. at d'light.
SHANGHAI via Swatow	Hangsang	Fri. 1st Apr. at d'light.
MANILA	Hangsang	Fri. 1st Apr. at 3 p.m.
BANGKOK via Swatow	Tecoo	Sun. 3rd Apr. at d'light.
STRAITS & Calcutta	Chaksang	Tues. 5th Apr. at 3 p.m.
HAIPHONG via Hoihow	Loksang	Wed. 6th Apr. at 9 a.m.
SHAI & Ttan via S'ow	Wingsang	Thur. 7th Apr. at d'light.
KOBE via Shanghai	Fooksang	Mon. 11th Apr. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by steamers with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "CHAKSANG" will be despatched on or about Tuesday,

REMINDER TO TICKET-HOLDERS.

CHARITY CONCERT

organised in connection
with St. Peter's Church

in aid of

THE NORTH CHINA FAMINE RELIEF FUND

will be held at the

ST. JOHN'S CATHEDRAL HALL

on Saturday, 2nd April, at 9 p.m. sharp.

An Attractive programme has been arranged,
the contributors include the following:

Mrs. E. O. Drake

Misses Lamerton
Mattock
Young
Mow Fung
Fincher

Messrs. E. T. Crocker
H. G. Annis (a newly arrived tenor)
V. C. Labrum
C. A. Grimes
W. T. Savage.

This space has been kindly donated by British-American Tobacco Co. (China) Ltd.

POST OFFICE.

Telegraphic communication
with Gap Rock Lighthouse is
interrupted.

Registered and Parcel Mails are
closed 15 minutes earlier than the
time given below unless otherwise
stated, and where mails are
advertised to close at or before
9 a.m. registered and parcel mails
are closed at 5 p.m. on the pre-
vious day.

INWARD MAILS.

Canada, U.S.A. and Manila—Per
EMPRESS OF RUSSIA, 1st
Apr.
Shanghai—Per SZECHUEN, 1st
Apr.
London (Parcels only 24th Feb.)
ANTIOCHUS 2nd Apr.
Japan and Shanghai—Per SADO
M., 3rd Apr.
Japan—Per DELIGHT, 3rd Apr.
Japan—Per TOTOKI M., 5th
Apr.

OUTWARD MAILS.

To-morrow.

Hongkong—Per BURBAN, 10 a.m.
Shanghai, N. China & Japan
—Per SOUDAN, 8.30 a.m.
Shanghai, N. China & Japan
—Per KAMOM, 9 a.m.
Hainan, Wei & Chefoo—Per
BOOCHOW, 1 p.m.
Hainan, Wei & Chefoo—Per
KANGSE, 5 p.m.
Bangkok, Egypt & Europe
via Suez—Per MARSEILLES, 11
a.m.
Bangkok, Ceylon, Mauritius,
L. Marques, S. Africa, India
via Dhanushkodi, & Europe via
Marseilles—Per SADO M.,
Reg. 8.45 a.m. Letters 9.30
a.m.
Hainan, Wei & Chefoo & Tien-
sin—Per KUEICHO, 3 p.m.
Tuesday, 5th April.
Straits, Bangkok, Ceylon,
Mauritius, L. Marques, S.
Africa, India via Dhanush-
kodi, Egypt & Europe
via Suez—Per NINGCHOW,
Reg. 9.45 a.m. Letters
10.30 a.m.
The Parcel Mail will be
closed on Monday 4th
Apr. at 5 p.m.
Straits, Bangkok, Ceylon,
Mauritius, L. Marques, S.
Africa, India via Dhanush-
kodi, Egypt & Europe
via Suez—Per CHAIKANG,
Reg. 9.45 a.m. Letters
10.30 a.m.
Hainan, Wei & Chefoo & Tien-
sin—Per KANGSE, 5 p.m.
Bangkok, Ceylon, Mauritius,
L. Marques, S. Africa, India
via Dhanushkodi, & Europe
via Marseilles—Per SADO
M., Reg. 8.45 a.m. Letters
9.30 a.m.

Saturday, 2nd April.

Java Port via Batavia—Per
TJILATJAP, 11 a.m.
Swatow & Bokangk—Per
TEOPAO, 5 p.m.
Swatow, Straits and Bangkok
—Per SHANGCHOW, 5 p.m.
Shanghai and N. China—Per
SUI YANG, 11 a.m.

Sunday, 3rd April.

Swatow, Amoy and Foochow—
Per HAICHING, 10 a.m.
Swatow, Amoy & Keelung—Per
KAJO M., 9 a.m.
Shanghai, N. China, Japan,
Honolulu Canada, U.S.A., C.
& South America & Europe
via San Francisco—Per
TENYO MARU, Reg. 5 p.m.
Letters 5 p.m.

Monday, 4th April.

Hainan, Wei & Chefoo—Per
KANGSE, 5 p.m.
Bangkok, Ceylon, Mauritius,
L. Marques, S. Africa, India
via Dhanushkodi, & Europe
via Marseilles—Per SADO
M., Reg. 8.45 a.m. Letters
9.30 a.m.

Tuesday, 5th April.

Straits, Bangkok, Ceylon,
Mauritius, L. Marques, S.
Africa, India via Dhanush-
kodi, Egypt & Europe
via Suez—Per NINGCHOW,
Reg. 9.45 a.m. Letters
10.30 a.m.
The Parcel Mail will be
closed on Monday 4th
Apr. at 5 p.m.
Straits, Bangkok, Ceylon,
Mauritius, L. Marques, S.
Africa, India via Dhanush-
kodi, Egypt & Europe
via Suez—Per CHAIKANG,
Reg. 9.45 a.m. Letters
10.30 a.m.
Hainan, Wei & Chefoo & Tien-
sin—Per KANGSE, 5 p.m.
Bangkok, Ceylon, Mauritius,
L. Marques, S. Africa, India
via Dhanushkodi, & Europe
via Marseilles—Per SADO
M., Reg. 8.45 a.m. Letters
9.30 a.m.

WEATHER REPORT.

Mar. 31d. 12h. 03m.—Pressure
has increased slightly at
Vladivostok, and decreased
slightly at other reporting
stations.

The anticyclone appears to be
central over Japan.

Moderate monsoon may be ex-
pected over the China Sea.

Hongkong Rainfall for the 24
hours ending at 10 a.m. to-day,
0.00 inch. Total since January
1st, 5.74 inches, against an
average of 6.10 inches.

FORECAST FOR THE 24 HOURS
ENDING AT NOON TO-MORROW.

District. Forecast.
1 Hongkong to Gap
Rock Light N.E.
or variable,
winds;
foggy.

2 Formosa Channel N.E. winds
fresh.

3 South coast of
China between
H.K. & Lamocks. The same
as No. 1.

4 South coast of
China between
H.K. & Hainan. The same
as No. 1.

T. F. CLAXTON, Director.
H.K. Observatory, Mar. 31, 1921.

METEOROLOGICAL.

	Previous Day	on date.
Barometer	30.07	30.05
Temperature	64	61
Humidity	75	85
Wind Direction	N.E.	CALM
Wind Force	1	0
Waves	0.05	0.00
Height open	0.05	0.00
Temperature on the beach	64	61
Temperature in the shade	64	61
Temperature in the sun	64	61
Temperature in the water	64	61
Temperature in the air	64	61
Temperature in the soil	64	61
Temperature in the rocks	64	61
Temperature in the plants	64	61
Temperature in the animals	64	61
Temperature in the minerals	64	61
Temperature in the vegetables	64	61
Temperature in the fruits	64	61
Temperature in the seeds	64	61
Temperature in the spores	64	61
Temperature in the bacteria	64	61
Temperature in the fungi	64	61
Temperature in the insects	64	61
Temperature in the reptiles	64	61
Temperature in the birds	64	61
Temperature in the mammals	64	61
Temperature in the humans	64	61

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TIDE TABLE.
28th Mar. to 3rd April, 1921.
Miscellaneous:
Cements b. 14.40
Do. Light old b. 14.40
China Light new b. 14.40
China Providents b. 14.40
Dairy Farms n. 24.40
Electric H.K. b. 24.40
Electric Macao n. 24.40
Hongkong Ropes b. 24.40
H.K. Tramways b. 24.40
Peak Tram, old b. 24.40
Do. new b. 24.40
Steam Launches b. 24.40
Steel Foundries b. 24.40
Water-boats b. 24.40
Watsons b. 24.40
Wm. Fowells b. 24.40
Wiseman b. 24.40
Hongkong, Mar. 31, 1921.